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SEVENPENCE.

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A PRISONER FROM THE AIR: LIGHT HORSE TOWING A CAPTURED GERMAN AEROPLANE TO THEIR CAMP IN PALESTINE.

A stroke of luck that has on more than one occasion befallen parties of our cavalry attached to the Army of Egypt, now fighting in Palestine, is the capture of enemy airmen forced to come down while trying to regain the nearest enemy camp. Sometimes an airman has been hard hit by our shells, and has made off, his damaged machine meanwhile getting lower and lower in its flight. At once, in such a case, cavalry would start in chase, and, calculating where the descent would take place, would in the end close

round and capture the aeroplane and its occupants as they reached the ground. It has happened also, on occasion, that scouting cavalry patrols have sighted an enemy aeroplane in difficulties with engine trouble, whereupon the same result has followed. The all-important point is for our men to get up to the fallen 'plane in time and force the airmen to put up their hands before they can set fire to the 'plane. One intercepted German aeroplane in Palestine is seen here being towed to camp by its Light Horse captors.

"THE GREATEST OF MODERN ARTISTS" AND HIS WORK: AUGUSTE RODIN; WITH EXAMPLES OF HIS SCULPTURE.

PORTRAIT OF RODIN BY HENRI MANUEL.



"VICTOR HUGO, INSPIRED BY HIS VOICES": RODIN'S MONUMENT TO A GREAT COMPATRIOT.



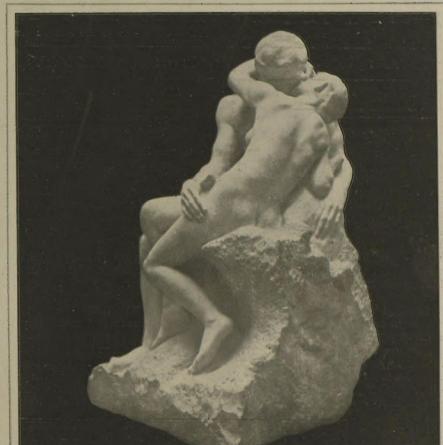
THE DEATH OF A GREAT FRENCH SCULPTOR: THE LATE M. AUGUSTE RODIN.



TYPICAL BUSTS BY RODIN: (A) BALZAC; (B) JEAN PAUL LAURENS; (C) MINERVA; (D) LA DUCHESSE DE C.C.



FASHIONED IN A "MOST MISERABLE LITTLE GUTHOUSE": "ST. JEAN BAPTISTE."



BEGUN AS "PAOLO AND FRANCESCA" FOR THE "GATE OF HELL": "LE BAISER" (THE KISS).



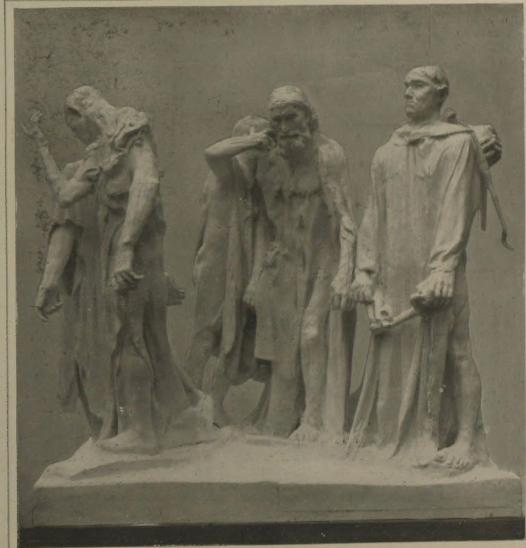
"INTENDED AS THE KEYSTONE OF THE WHOLE SCHEME" OF THE "GATE OF HELL": "LE PENSEUR" (THE 'THINKER').



"THE AGE-RAVAGED BEAUTY OF VILLON'S POEM": THE WONDERFUL "VIEILLE HEAULMIERE."



TYPICAL OF RODIN'S FRAGMENTARY METHOD, BUT IN ONE SENSE UNUSUALLY "FINISHED": "LA PENSEE" (THE THOUGHT).



UNVEILED AT CALAIS IN 1895 AND IN 1913 SET UP IN REPLICA AT WESTMINSTER: THE FAMOUS "BURGHERS OF CALAIS."

Auguste Rodin, the great French sculptor, died at his home at Meudon, near Paris, on November 17, a few days after attaining the age of 77. He was born in Paris, in the rue de l'Arbalète, on November 12, 1840. At twenty-three he married, and shortly afterwards produced his first important work, "L'Homme au Nez Cassé" (The Man with the Broken Nose), but it was only after many years of struggle that his genius obtained due recognition. During the war of 1870, Rodin served in the National Guard, and, escaping the Commune, joined the sculptor, Carrier-Belleuse, whose assistant he had been, in Belgium, where he visited Brussels, Antwerp, Bruges, and Ghent. Later he journeyed to Italy, studying the work of Michelangelo and Donatello at Rome, Naples, Venice, and Florence. The effect was seen in his next great original work, "The Age of Bronze," exhibited at the Salon in 1877. "It is in many respects," writes Sir Claude Phillips, who calls Rodin "the greatest of modern artists," "his masterpiece. . . . It was in the most miserable little

outhouse—half-shed, half-studio—that the famous 'Saint-Jean Baptiste' and 'La Crédation de l'Homme' were fashioned." Presently, however, success came, and Rodin was commissioned to execute the "Porte de l'Enfer" (Gate of Hell) for a projected Museum of Decorative Art. At the Paris Exhibition of 1900 there was a representative collection of his sculpture. In England, which he first visited in 1881, Rodin obtained an enthusiastic following, through his friendship with men like Robert Louis Stevenson and Henley. Just before the war, in July 1914, a large collection of his work was exhibited at Grosvenor House, and this he afterwards generously presented to the British nation as a tribute to our soldiers. A replica of "The Burghers of Calais" was presented to the nation in 1913 by the National Art-Collections Fund, and erected near the Victoria Tower at Westminster. In January last, M. Rodin married again, and his wife died in the following month.



By G. K. CHESTERTON.

IT is the fact, I believe, that an abnormal proportion of the rising generation, now being drafted into our new armies, expresses a desire to enter the Flying Corps. I happened the other day to be looking at a very valuable and vividly illustrated book now being published at *The Illustrated London News Office*, "The Work and Training of the Royal Flying Corps," and I was struck, among many other things, by the extreme youth of the figures crowding the scenes in it, and the attitudes which contrive to mingle eagerness and carelessness in a way that is the secret of youth. There is, for instance, a picture of air-mechanics being instructed in aerial photography, in which the teacher looks even younger and fresher than the pupils. He is pointing things out on a sort of chart on an easel—and I have no doubt he is pointing them out with authority. But, from the air and attitude of the whole group, he might be a schoolboy scrawling on the blackboard a caricature of the schoolmaster. And there is really, as a deeper consideration will show, some spirit of the schoolboy in the whole adventure—even to that sublimation of the schoolboy which expresses itself in an escape from school. We have heard of the boy who runs away to sea; but we have now a new sort of boy, who may be said to run away to sky. No creature that can be called human will be disposed to deny that there is a gloomy—and, indeed, a ghastly—side to this plunging of so much boyhood into the bottomless pit of war. Nevertheless, this brighter and more boyish view of it is not only not unreal, but is very far from being unpractical. It is right that we should remember and reward those of our soldiers who may already be called old soldiers, worn with three years which have the historic weight of three centuries. It is even right to insist that they are weary of war, when it is urged by a patriot that they may be helped to go on, and not by a traitor that they may be induced to leave off. But, if these are honourably weary, perhaps we forget too easily that they are supported by a continuous stream of youth that is not weary at all.

Neither in a spiritual nor a practical sense is such levity a light thing. The very contrast between such frivolity and its fearful environment does something to redress the balance of good and bad in the universe. If it be awful that death should be so deadly in the very house of youth, it is still in a sense beautiful that youth should be so young in the house of death. There is a noble poem on a dead soldier by Mrs. Meynell which says something akin to this, showing what eternities a soul has known that has at least known childhood and youth. If our soldiers seem too young to die in battle, at least they are young enough to live in battle; and death does not find them dead.

The atmosphere of English youth seems to make such a series of good photographs as vivacious as a cinema. And indeed this branch of our general brotherhood-in-arms has a special affinity, first with youth and then with England. It is not only true, as Lord Hugh Cecil says in his graceful and effective introduction to the book, that, compared with some of these prodigies, "the works of the great masters

of romance lose brilliance like a candle in the sunlight"; it is also true that such candles were in some sense lit by men watching for such a dawn. That great master of romance, the ordinary child, has always attempted to anticipate aviation, with all the ardour of Leonardo da Vinci. There is a strange illusion that boys climb trees for the purpose of birds'-nesting. As a fact, the boy does not climb the tree to rob the birds, but to rival them; and he covets not their eggs, but their wings. Have you never seen a boy in a tree? Have you never been a boy in a tree? In either case you know, for instance, how he will clutch and shake a bough, in a sort of romantic rage, at once mysterious and idle. If you want to know what he is doing, or if he wants to know what he is doing, I can enlighten him; he is trying to invent an aeroplane. His own more cloudy conception may go no further than the idea of tearing the tree up by the roots and flying away with it, like a witch on a broomstick;

things that are truly novel, from all things that are merely recent. The book in question contains an extraordinary photograph, taken from the air, of a kite-balloon floating above a town—an amazing flap-eared monster like a flying elephant. Any imaginative mind must feel that picture as a glimpse into forgotten aeons—the picture of a prehistoric dragon flying over a prehistoric city. Below and beyond it, streets or lanes or trenches fade into a vast pattern of stripes which fantastically repeat the stripes of the strange balloon, giving something of that unearthly stiffness which I suppose our latest schools of art admire and imitate in the schools of Assyria and Egypt. Indeed, this is doubtless the reason why the artists who especially pride themselves on being original also pride themselves on being "primitive"—that is to say, archaic. And yet the object which is the chief wonder in so wild a vision has been the product of a fighting utilitarianism forced to the uttermost; and the kite-balloons, as Lord Hugh Cecil says, stand above our troops and even our towns as "watch-towers against the foe." This is but one out of countless examples that could be followed in detail.

This primitive quality, as of a fresh antiquity, might well call up one ancient memory concerned with the very nature of flying. One of the finest and subtlest of our scholars, Mr. J. S. Philimore, has suggested, in a poem in the *New Witness*, that there might, after all, have been a true note of natural mysticism in the pagan augury, or omen from the flight of birds. He speaks of seeing a symbol of the defeat of Prussian Imperialism by Christian Nationalism in the defeat of a large raven by a little curlew. He might surely consent to see the same symbol, in a larger though more artificial form, in the defeat of the large Zeppelin by the little aeroplane. These iron and gigantic birds, although

—or rather, because—they are made by man, may well spell out some such message in the enormous alphabet of man. For indeed the allegory here is far from accidental; and the Zeppelin

is a very true symbol of the German Empire. It seeks to be safe by size and solidarity; and it moves in the sky like Wordsworth's cloud, moving all together if it move at all. Compared with this, the more scattered aeroplanes are really rather like the more scattered Allies.

It is the pride of English aviation, as Lord Hugh Cecil's introduction remarks, that it will venture closer to the field of fighting than its foe; and in this also there is a lesson, to be read in many of these pictures that show quiet cottages standing small but solid beside the vast but fallen ruins of the flying palaces of the Prince of the Air. Just as Prussia has become mighty without once ceasing to be mean, if her Imperialism were omnipresent, it would still be incredible. Nature abhors so vast a vacuum, and it would be but the triumph of a void, like that of a gigantic gas-balloon which another stage of swelling could only bring nearer to bursting, whether it were pricked by a sword or only by a pin. It is a nightmare; and the world will wake.



VISITING THIS COUNTRY AS PRESIDENT WILSON'S SPECIAL REPRESENTATIVE: COLONEL HOUSE (CENTRE), WITH OTHER MEMBERS OF THE U.S. MISSION AND DR. PAGE, THE U.S. AMBASSADOR.

Colonel Edward M. House, head of the United States Mission which recently arrived in this country, is a citizen of Texas, and is President Wilson's closest friend and confidential adviser. He has made a special study of foreign affairs, and earlier in the war made two previous journeys to Europe, visiting Berlin, Paris, and London. Next to Colonel House (on his right) is Dr. Page, the U.S. Ambassador. The group also includes General Tasker Howard Bliss, U.S. Chief of Staff; Admiral W. S. Benson, Chief of Operations of the U.S. Navy, Mr. Oscar T. Crosby, Mr. Vance C. McCormick, Mr. Bainbridge Colby, Dr. Alonso E. Taylor, Mr. Thomas Nelson Perkins, and Mr. Gorden Auchincloss.—[Photograph by Bassano.]

but the principle is the same. There are a hundred hints of the same inspiration, of course. Why do children like playing with kites? Why do adults like playing with kites, and falsely profess to be playing with children? It is because there is something that makes any healthy human being almost lightheaded in the notion of sending something human, something like a part of ourselves, to travel among the clouds and the clear spaces round the sun and moon. And now the best of all boys' stories has been written, or rather acted—the boy has climbed after his kite.

Talking about kites reminds me of kite-balloons, and of a certain paradox emphasised in the pictures of which I speak. There is in all such great things an element in which extremes meet, as in this meeting of youth and death—something akin to what mystics have called the first and last things. There is in the very crudity of some of these novel inventions an air of incredible antiquity. It lies, I suppose, in the fundamental nature of our appeal to primal forces; and in the very abruptness of the departure, in these

LIVING AND DEAD: PROMINENT PERSONALITIES OF THE WEEK.

PHOTOGRAPHS BY ALFIERI, HOPPÉ, PHOTOGRAPHIC SECTION OF THE FRENCH ARMY, SWAINE, ILLUSTRATIONS BUREAU, AND MAUL AND FOX.



"THE MOST DISTINGUISHED LIVING REPRESENTATIVE OF THE GREAT HISTORIC GREEK RACE . . . ONE OF THE GREAT CONTEMPORARY STATESMEN OF THE WORLD": M. VENIZELOS (CENTRE) AT THE MANSION HOUSE.



DEAD FROM WOUNDS RECEIVED ON AN EASTERN FRONT: THE HON. NEIL PRIMROSE, M.P.



THE NEW FRENCH PREMIER AT THE FRONT: M. CLEMENCEAU (RIGHT) LUNCHING WITH OFFICERS.



THE DEATH OF THE CAPTOR OF BAGHDAD: THE LATE LIEUT.-GENERAL SIR STANLEY MAUDE.



THE INQUIRY INTO THE CAPTURE OF CAPT. STANLEY WILSON, M.P.: THE COURT PRESIDED OVER BY LIEUT.-GENERAL SIR ALFRED CODRINGTON.



AT THE INQUIRY SET UP AT HIS OWN REQUEST: CAPT. STANLEY WILSON, M.P., WHO WAS CAPTURED BY AN ENEMY SUBMARINE IN THE MEDITERRANEAN.

M. Venizelos, Premier of Greece, received an enthusiastic welcome at the Mansion House on November 16, at a meeting called by the Anglo-Hellenic League. The Lord Mayor presided, and among the speakers were Mr. Balfour, Lord Curzon, and Mr. Winston Churchill. Mr. Balfour described M. Venizelos as "the most distinguished living representative of the historic Greek race," and also as "one of the great contemporary statesmen of the world." M. Venizelos told how his policy was frustrated by King Constantine.—The Hon. Neil Primrose, younger son of Lord Rosebery, died of wounds while serving on an Eastern front. Mr. Primrose was M.P. for Wisbech, and in 1915

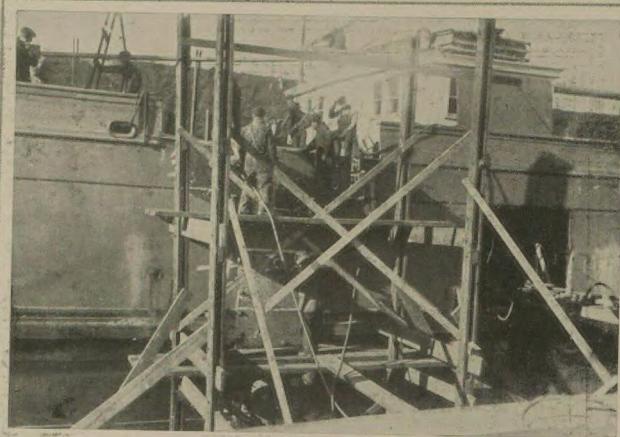
for a time Under-Secretary for Foreign Affairs.—M. Georges Clemenceau, the well-known French statesman, recently succeeded M. Poincaré as Premier of France.—Lieut.-General Sir Stanley Maude, the British Commander in Mesopotamia, died there on November 18 after a short illness. Since he took over the command after the fall of Kut, his brilliant victories, including the capture of Baghdad, had restored British prestige in the East.—A Military Court of Inquiry, appointed at the request of Capt. Stanley Wilson, M.P., was opened at the Middlesex Guildhall, on the 16th, to inquire into his capture, while carrying despatches, by an Austrian submarine in the Mediterranean.

STEAMERS CUT IN TWO: U.S. LAKE-SHIPS FOR THE ATLANTIC.

PHOTOGRAPHS SUPPLIED BY TOPICAL.

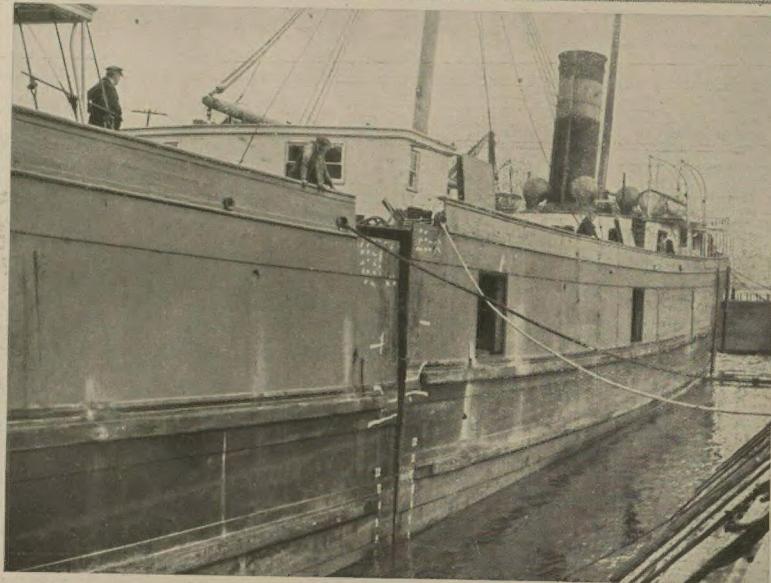


AT A YARD OF THE AMERICAN SHIPBUILDING COMPANY AT CLEVELAND: LAKE STEAMERS IN DOCK READY TO BE CUT IN TWO FOR TRANSIT.



AN ESSENTIAL PRELIMINARY IN PROCESS: WORKMEN FITTING THE "MASTER SHELL-PLATE" ON BOARD BEFORE THE HULL IS CUT IN TWO.

THE work of shortening the hull-lengths of the vessels of the Great Lakes freight service is carried on at the yards of the American Shipbuilding Company, which are situated at Cleveland in Ohio. The "freighters," as the vessels are locally called, are cut in two there; otherwise, they could not pass through the short locks of the Welland Canal on their way to their ultimate destinations. The procedure is as follows: The ships are placed in dry dock and cut in two sections with acetylene-gas torches. The sections are boarded in and caulked; after which the dock is flooded and the sections are hauled apart. They are then towed through the Welland Canal, and, further on, through the locks of the St. Lawrence River to Montreal, where the halves are rejoined and made seaworthy.



AFTER THE CUTTING IN TWO HAS BEEN COMPLETED: THE TWO SECTIONS OF A FREIGHTER, THE "NORTH WIND," BEING GRADUALLY HAULED APART IN DOCK.

THE cutting in two of the Great Lakes vessels is necessitated, as said, by the existence of the Welland Canal. The Canal was constructed in order to connect Lake Erie at Port Colborne with Lake Ontario at Port Dalhousie. Although the Canal is less than twenty-seven miles in length, it has twenty-six locks, which are required owing to the difference of water-level between the surfaces of the two lakes. The Falls of Niagara are situated between Lakes Erie and Ontario, and the Welland Canal runs between them, parallel to the Niagara River. It was built to get over the otherwise insurmountable difficulty of the Falls. The locked channel of the Welland Canal acts like the constricted central portion of a sand-glass joining the bulbs, as an obstacle only to be circumvented by cutting the ships in two.



IMMEDIATELY AFTER THE CUTTING-IN-TWO PROCESS IS FINISHED: THE "NORTH WIND" WITH THE HULL PARTED AMIDSHIPS—SHOWING THE VERTICAL CUT.



READY TO BEGIN THE VOYAGE THROUGH THE WELLAND CANAL: THE STERN SECTION OF THE "NORTH WIND," AFLLOAT, BOARDED UP AND WATERTIGHT.

In addition to the very large amount of tonnage in the harbours of the United States allotted for freight purposes in the service of the Allies, and also the large numbers of new and special type ocean-going cargo-carrying craft building and projected, the United States and Canada are bringing into service additional craft ordinarily devoted to the freight service on the Great Lakes. The giant grain and prairie produce transport vessels employed on the lakes are, as our illustrations show, being specially altered, in order to reach ports where they can start across the Atlantic. Many of them are—

again as the illustrations show—craft of considerable size; in consequence of which they have, at the outset, to be cut in two, so as to enable them, half a ship at a time, to navigate the Welland Canal, the short canal which acts as a conduit-pipe between Lakes Erie and Ontario. It links the entire system of the Great Lakes with the St. Lawrence and Montreal. At Montreal, there is direct access to the sea for ocean-going vessels; and there the half-sections of the Great Lakes steamers are joined together again and made ready for service, and sent to various places to ship cargoes.

ITALY ON THE DEFENSIVE: THE NEW LEADERS; THE RETREAT.

THE NEW ITALIAN COMMANDER-IN-CHIEF:
GENERAL DIAZ.SUB-CHIEF OF STAFF TO GENERAL DIAZ:
GENERAL GAETANO GIARDINO.SUB-CHIEF OF STAFF TO GENERAL DIAZ:
GENERAL PIETRO BODOGLIO.SCENES DURING THE ITALIAN RETREAT CAUSED BY THE AUSTRO-GERMAN OFFENSIVE:
ONE OF THE BRIDGES ACROSS THE TAGLIAMENTO.THE EFFECT OF THE RETREAT ON THE CIVIL POPULATION:
REFUGEES FROM FRIULI AT BRESCIA.AT AN EVACUATION-STATION DURING THE RETREAT:
A CONCOURSE OF ITALIAN TROOPS.

Since the first shock of the Austro-German offensive, the Italian Army has fought heroically under conditions of great difficulty, and has at various points succeeded in stemming the tide of invasion. Thus the Italian command was recently able to report that, during the 16th and 17th instant, a total of 51 officers, 1212 men, and 27 machine-guns have been captured" (i.e., by the Italians). General Diaz, the new Commander-in-Chief, is a native of Naples and a man of strong character. On the Carso he led the Twenty-Third Army Corps, which in August broke the Selo line and

took nearly 5000 prisoners. At the beginning of the war he was a junior Major-General. He commanded, first, a division, and then an army corps. General Giardino, who is a Piedmontese, was until recently Minister of War. During the war he has risen from Colonel to Major-General, and has commanded an army corps with much success. General Badoglio, who also hails from Piedmont, is the youngest of the Italian Generals. When Italy entered the war, he was a Lieutenant-Colonel. After being Chief of Staff of the Second Army, he commanded an army corps, and in May captured Kuk and Vodice.

SAND-BAGS AND SHALLOW SAND-TRENCHES: THE PALESTINE SYSTEM.

PHOTOGRAPHS SUPPLIED BY TOPICAL.



IN THE BRITISH FRONT LINES BEFORE GAZA: A TRENCH-LINE CREST AND TRAVERSES SUPPORTED BY SAND-BAGS.



IN THE BRITISH FRONT LINES BEFORE GAZA: A TRENCH BEHIND SAND-DUNES AND ITS SAND-BAG BUILT-UP CUTTING.



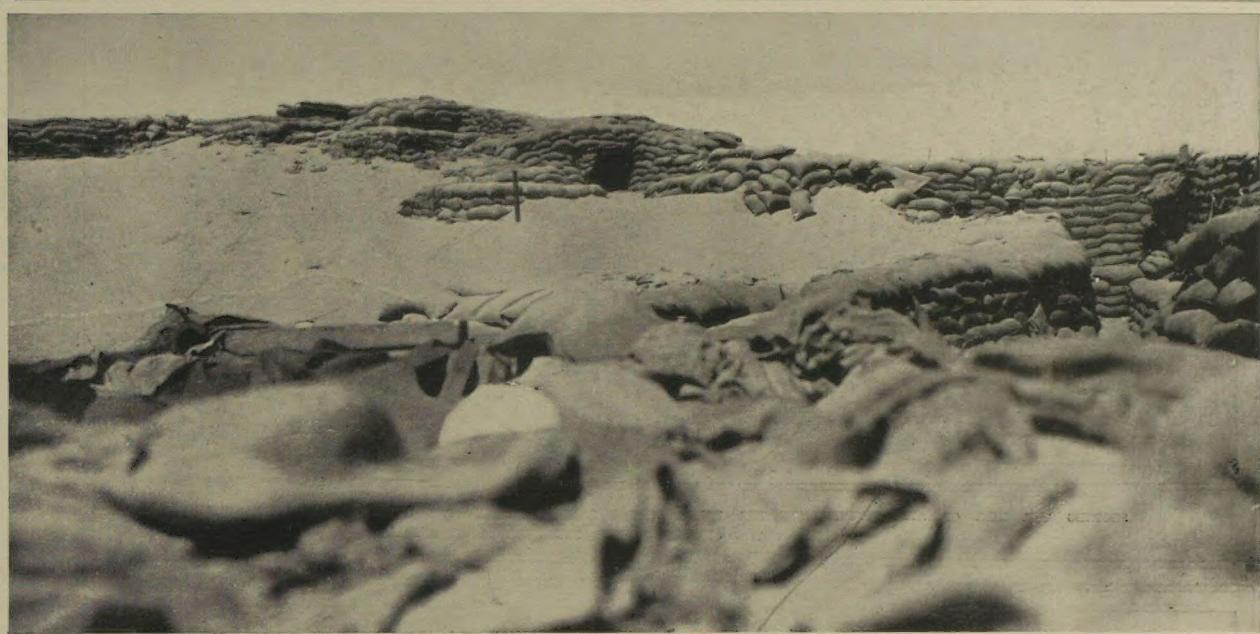
JUST BEFORE THE BATTLE AT GAZA OPENED: AMMUNITION-CAMELS SHELTERING IN A RIVER-BED, OR WADI.

"Digging in," deep trench-making in the usual form, on the modern orthodox lines, or model, universal with all the armies fighting in Europe, has, all through the Sinai Desert and in the Southern Palestine campaign, been impossible both for our troops, and also for the Turks. The loose sand, going down beyond reach of pick or shovel, will, literally, not stand it. As fast as the digging of a deep trench is attempted, the sand-crest slope begins to crumble and slide down, and the act of disintegration is hastened by even a light wind. As fast as the sand is thrown up, it dribbles back, giving the

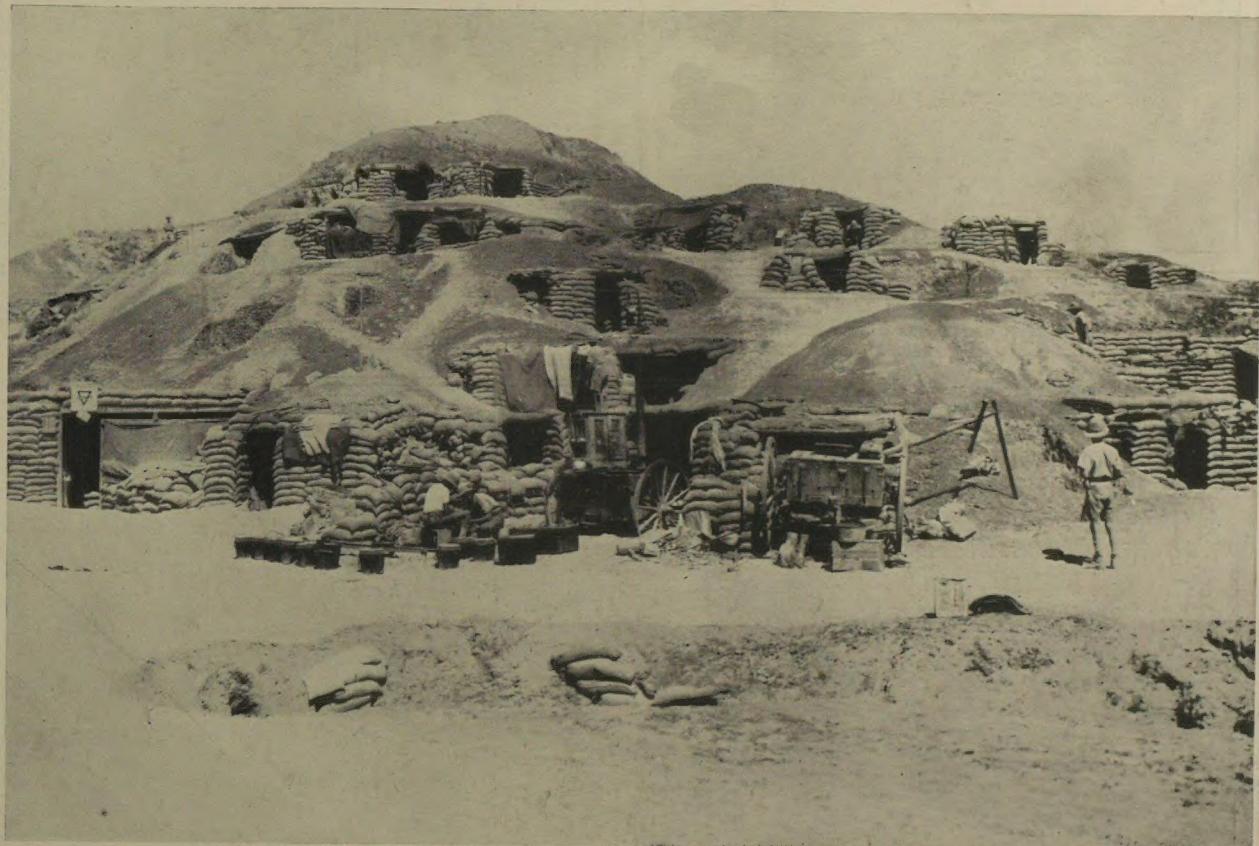
men a task like that of Sisyphus, and as unsatisfactory. In consequence, surface-entrenchments have had to be universally adopted, using sand-bags piled in rows for revetments, or binding, on the near side; also for the banquette, or "fire-steps," and everywhere else that the least steepness, or abruptness, of inclination was required. The first illustration shows how extensively reliance has had to be placed on sand-bags for the inner faces of trench-lines and traverses. In the second, the normal depth of a trench in the sand is shown by the figures, seen standing at waist-high depth,

IN PALESTINE: THE TRENCH-LINES OF HOMELAND REGIMENTS.

OFFICIAL PHOTOGRAPHS.



SAND, SAND-BAGS, AND KHAKI UNIFORM: IN A FRONT-LINE TRENCH OF THE NORFOLKS—TWO SUN-HATTED SOLDIERS' HEADS JUST DISTINGUISHABLE.



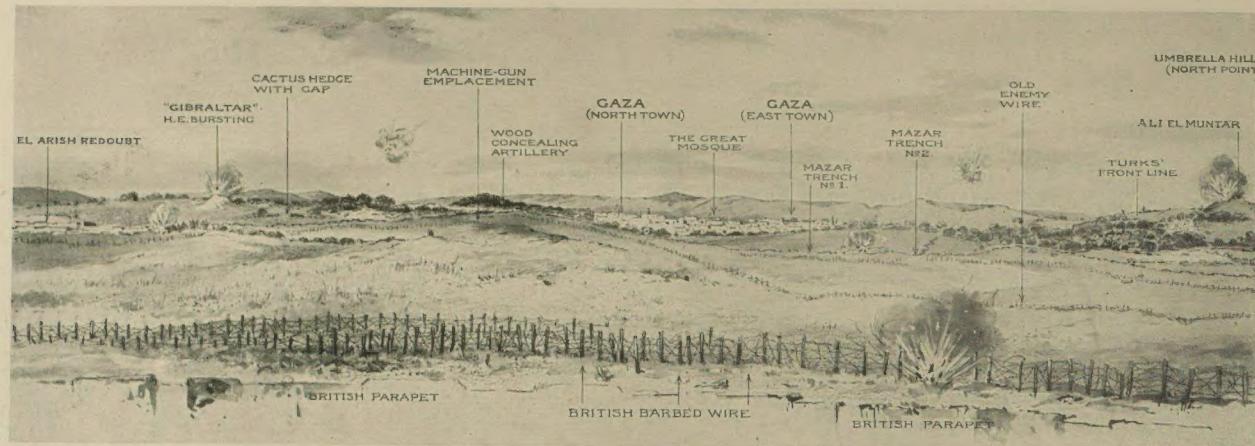
THE EFFECTIVE MANNER IN WHICH SAND-HILLS TRaversed BY OUR TRENCH-LINES ARE UTILISED: TIERS OF DUG-OUTS, OF THE DEVONS, SAND-BAG-BUILT, AND BURROWING INTO THE REAR FACE OF THE HILLSIDE.

Khaki, excellent a colour for general war-service as it is, is ideal in the sandy country in the south of Palestine. The reader may realise that from the first photograph. At one place, on the right of the photograph towards the background, where two trenches join, heads of two sun-hatted soldiers can be made out, looking towards the camera. The khaki-covered sun-hat is hardly distinguishable from the sand-bags about it. It was for fighting in India across the sandy and barren-rock districts of the Upper Punjab and the Afghan borderland, to produce the effect of invisibility, that khaki was first intro-

duced, many years ago; and in wide tracts of Palestine, outside the fertile plains of the interior, exactly similar natural conditions hold. Thus khaki once more exactly fulfils its *raison d'être* as a war-uniform. Sand and sand-bags are the prevailing feature in both photographs, the second one also showing the ingenious manner in which sand-hills along our lines of trench-front at places are burrowed into and converted into tiers of dug-outs, with the upper trench-parapet running along their crest, overlaid with sand to harmonise with the surface all round.

SAMSON'S CITY CAPTURED BY THE BRITISH: POSITIONS BEFORE GAZA.

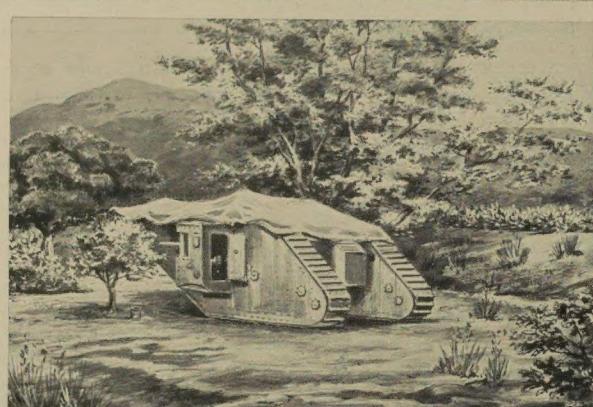
DRAWN BY W. B. ROBINSON FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



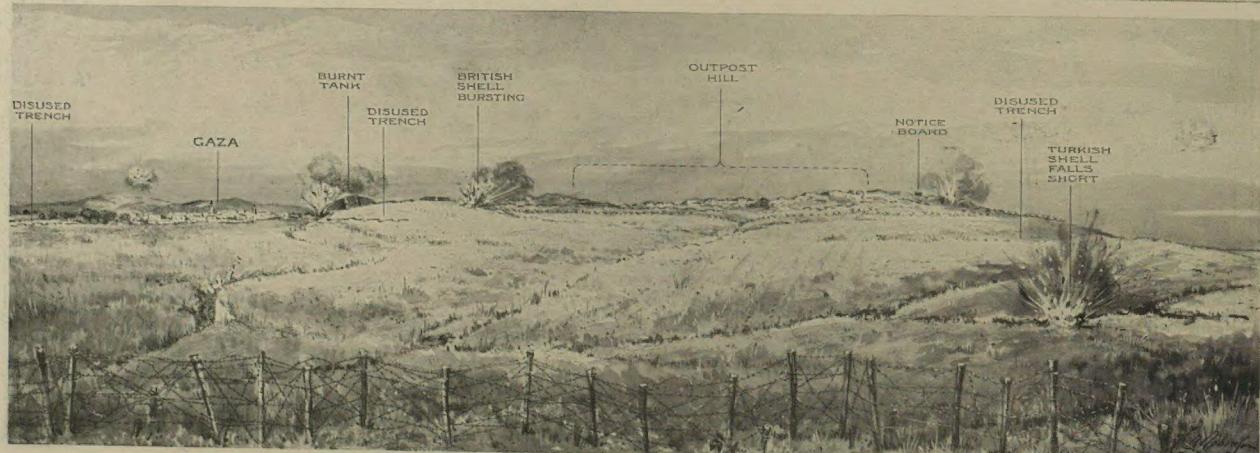
SHOWING THE HILL OF ALI-EL-MUNTAR (ON THE RIGHT) WHERE SAMSON CARRIED THE GATE OF GAZA: THE TURKISH POSITIONS BEFORE THE CITY SEEN FROM THE BRITISH FRONT LINE.



WITH HOLES FOR NIGHT-SNIPERS OUTSIDE THE BARBED WIRE: THE SOUTHERN POINT OF UMBRELLA HILL—A TURKISH POSITION BEFORE GAZA.



THE MOST MODERN SCIENTIFIC TYPE OF WAR-CHARIOT IN THE LAND OF THE PHILISTINES: A BRITISH TANK IN PALESTINE.



THE CAPTURE OF GAZA: ANOTHER VIEW OF THE BRITISH ADVANCE, SHOWING A BURNED TANK (LEFT BACKGROUND) AND BRITISH SHELLS BURSTING.

The British Army in Palestine is fighting on storied ground. The names of the places captured during General Allenby's victorious advance—Beersheba, Gaza, Ascalon, Acre, and Jaffa—call up many Biblical associations. Our upper drawing was done from a sketch made in the British front line during the attack on the Turkish positions before the city. The trenches were 800 yards apart. The sea lay to the left. Among the buildings of Gaza, in the background, may be noted the minaret of the Great Mosque, which the Turks used for observation. When our troops entered the city, the houses were found intact, not having been touched by our shell-fire, though there was very little life to be

seen in the place. Ali-el-Muntar, the hill on the right, commanding all other ground in the vicinity, is the spot to which Samson carried the gate of Gaza. A Reuter account of the attack on Gaza said: "Even at the Dardanelles the Turks never experienced such a deluge of fire as was concentrated for a few minutes upon Umbrella Hill, a strongly organised position 500 yards from our lines on Samson's Ridge. . . . The assaulting troops were assisted in their task by several Tanks. These Leviathans . . . nosed their way into the enemy lines . . . contributing greatly to the capture of El Arish Redoubt and Beach Post."—[Drawing: Copyrighted in the United States and Canada.]

The Passchendaele Fighting: German Artillery at Work.



DURING THE CONTINUOUS BOMBARDMENT OF THE GROUND GAINED BY THE CANADIANS: ENEMY SHELLS SEARCHING A BATTERY NEAR PASSCHENDAELE.

According to correspondents' letters from Flanders, Prince Rupprecht of Bavaria is placed, by the capture of Passchendaele, in such a dilemma that, unless his troops can recover the ridge and village position, a general withdrawal of the German forces in that sector to a distance of upwards of twelve miles, will become inevitable.

Colour is given to the story by the fact that from a day or two after the British capture of Passchendaele, an exceptionally infuriated German cannonade was kept up on the Canadian advanced lines. But no infantry counter-attack, as expected, followed, although enemy troops were seen massing as for an assault more than once.

OFFICIAL PHOTOGRAPH.

The British Bombardment of Passchendaele: An Enemy Photograph.



FOUND ON A GERMAN OFFICER: A SNAPSHOT OF ONE OF OUR 15-INCH HOWITZER SHELLS BURSTING BY A FORTIFIED HOUSE.

This is a specially interesting illustration, in that it reproduces a snapshot taken by a German officer in the neighbourhood of Passchendaele, before our finally victorious attack on the main ridge, and the village upon it. The photograph was found on the officer in question. It shows one of the ruined buildings on the outskirts of

the village, fortified as a blockhouse apparently, at the time that the Germans were still holding desperately on to it, while Passchendaele, or the remains of the place, was undergoing our relentless bombardment. This was kept up for days in succession, in preparation for the assault in which it was captured.

WITH THE PALESTINE ARMY: ON ADVANCED-GUARD SERVICE.

PHOTOGRAPHS SUPPLIED BY TOPICAL.



A CAVALRY PATROL IN THE DESERT ON THE SOUTHERN-PALESTINE BORDER: DIGGING FOR WATER.



AN OUTPOST-PICKET WORK AMID THE WASTES OF THE DESERT-BELT: A PARTY OF ANZACS AT BREAKFAST.

In the upper illustration a cavalry advanced party in Southern Palestine is seen digging for water in a dip of the arid, desert-like ground which extends all round. Apparently the place is the bed of a watercourse, which fills during the rainy season, but dries up at other times of the year. Water, however, is often to be found at the lower ground-levels in such places at only a few feet below the arid upper surface. In the illustration it would seem that it is expected that water will be found not very far down. The

conduit pipe-line is shown ready laid out on the ground, leading from where the men are digging to the canvas watering-trough made with canvas walls supported between a double row of uprights. The trough is being set up. The water-supply problem is one of the most important details of successful warfare in a country such as Palestine. An Anzac scouting patrol, or on special observation duty in the desert, which extends to the south of Beersheba in that quarter of Palestine, is seen in the second illustration.

OUR PALESTINE ARMY'S BEAST-OF-ALL-WORK: THE EGYPTIAN CAMEL.

PHOTOGRAPHS SUPPLIED BY TOPICAL.



AT A RAILWAY STORES DEPOT-STATION ON THE SINAI DESERT FIELD RAILWAY: TRANSPORT CAMELS BEING LOADED UP WITH STORES FOR AN OUTLYING POST.



AT WORK WITH A FIELD TELEGRAPH AND TELEPHONE SECTION: A DRAUGHT-CAMEL TEAM PULLING A WIRE-LAYING CART FITTED WITH BOXED-IN WHEELS FOR CROSSING THE DESERT.

To Lord Kitchener's conquest of the Soudan, now over twenty years ago, it is in the main due that the British Army of Egypt now in Palestine has throughout the war been so adequately furnished with camel transport. Egypt proper breeds a large number of camels of a sturdy and weight-carrying kind, but the greater portion of the immense number of camels employed between the Suez Canal and the Palestine border across the Sinai Desert are Soudan camels. With wise forethought, immediately Turkey came into the war, the Army authorities in Egypt set to work to organise a *levée en masse*,

so to speak, of the camel resources of the Egyptian Soudan, where practically inexhaustible supplies were, and are, available. Camels in droves by the hundred were speedily forthcoming. They were brought in by natives to the depots in Lower Egypt, and "corralled" there in immense camel camps. From there, as required, batches of camels are drafted for service on the lines of communication, or at the front. The pick are taken for riding purposes in the Camel Corps; the bulk become commissariat and transport beasts of burden.

THE WORK OF THE ROYAL FLYING CORPS: A PICTORIAL RECORD.

PHOTOGRAPHS REPRODUCED FROM "THE WORK AND TRAINING OF THE ROYAL FLYING CORPS"; PUBLISHED, BY AUTHORITY OF THE CORPS, AT THE OFFICES OF "THE ILLUSTRATED LONDON NEWS," 172, STRAND, LONDON, W.C. 2.



AN AEROPLANE'S ARMAMENT: A ROYAL FLYING CORPS AERIAL MACHINE-GUNNER.

THE R.F.C. AT THE FRONT: AEROPLANES IN FRANCE PHOTOGRAPHED FROM THE AIR.



THE R.F.C. AT THE FRONT: AEROPLANE-HANGARS PHOTOGRAPHED FROM THE AIR.



A GERMAN GAS-ATTACK IN FRANCE PHOTOGRAPHED FROM THE AIR: THE GAS DRIFTING ACROSS THE COUNTRY, UNDER A BANK OF CLOUDS.

"The Work and Training of the Royal Flying Corps" is the title of a publication which we have had the honour of issuing by authority of the Corps. It forms a magnificent pictorial record of the great services of the R.F.C. during the war, services not only of immense military value to the Army, but constituting in themselves a veritable romance of science, a story of heroic adventure in the newly conquered fields of the air. The book, we venture to say, is worthy of its great and inspiring subject. It is printed throughout in the finest photogravure, and it contains over 140 remarkable photographs. As Lord Hugh Cecil says in his illuminating Introduction to the work: "In these

pictures are to be seen illustrations of all the various activities of the Flying Corps. We get glimpses of the aeroplanes and their engines, and are reminded of the extraordinary progress which skill and invention have made in the development of these wonderful machines... The photographic section is one of the triumphs of the Royal Flying Corps... These achievements imply... a large organisation for training and for experiment. The pictures in this volume show something of what is going on. Aerial gunnery, again, is an art which has been developed during the war... Much ingenuity has been displayed in increasing the field of fire in an aeroplane."

A BOMB-DROPPING AEROPLANE OF FRANCE: FIXING A BOMB ON BOARD.

PHOTOGRAPHS TAKEN BY THE PHOTOGRAPHIC SECTION OF THE FRENCH ARMY



THE FIRST OPERATION: ADJUSTING THE REAR-END OF THE TAIL-VANES INTO THE CIRCULAR APERTURE OF THE TUBE AT THE BOTTOM OF THE NACELLE.



THE SECOND OPERATION: FITTING THE TAIL-VANES INTO POSITION FOR SLIDING THE BOMB UPWARDS INTO THE TUBE IN THE AEROPLANE.



THE THIRD OPERATION: INSERTING THE TAIL-PLANES SO AS TO PASS SMOOTHLY UP THE TUBE TO THE LENGTH OF THE CYLINDRICAL BOMB-CHAMBER.



THE FINAL OPERATION: THE BOMB LODGED COMPLETELY IN POSITION ON BOARD—SETTING THE MECHANISM OF THE DETONATOR IN READINESS TO ACT ON CONTACT.

These four photographs, taken by the Photographic Section of the French Army, possess a compelling attraction. To take one point, which is specially of interest to people who live in South-Eastern coastal districts and the Home Counties, and to Londoners in general. A French bombing aeroplane is seen getting ready, but certain minor technical differences being left out of account, the photographs show how the German aeroplane-raiders over England fix in position their bombs before starting to cross the Straits of Dover. The

methods of carrying bombs employed by French and German airmen are, in essentials, practically the same. The immense size of the larger-pattern bomb is apparent by comparing that shown with the size of the men handling it. The detonator is fixed at the point, but the bombs are quite safe to handle in putting on board because of a safety catch which is not released till the bomb is dropped. The long tail-vanes in rear (shown uppermost in the photographs) are for ensuring the bomb falling nose first.

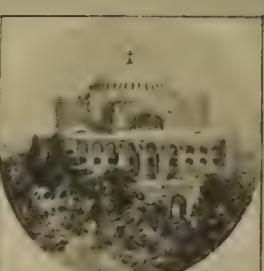
SCIENCE & NATURAL HISTORY



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECTURAL WORK



THE SETTING UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMUS OF TRALLEIS & ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, & THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

SCIENCE JOTTINGS.

WAR BREAD AND ITS DIGESTION.

IT was said in this column a few months back that experiments were being made as to the digestibility of war bread, and that their result should be noticed in due course. The details of these experiments are now to hand, and were published in our contemporary the *Lancet* on the 10th instant. They were most carefully conducted by Dr. E. J. Spriggs and Mr. A. B. Weir, who has a practical acquaintance with chemistry and the estimation of quantities, and are conclusive, so far as they go, as to the ease with which war bread is digested, and as to the amount of nutriment to be got out of it. The subject chosen for experiment was a young man weighing 9 st. 10 lb., doing from seven to eight hours' work a day, with two hours spent in physical exercise, including walking, bicycling, and fishing. He therefore hit the happy medium between indoor and outdoor occupations, being neither cooped up in an office or factory all day, like so many in war-time, nor leading the entirely healthy life of those engaged in outdoor manual labour. The experiments were conducted not continuously, but for successive periods of three days, during which the whole of the subject's food was measured and carefully weighed, and special means were taken to ascertain what became of it when eaten. One is careful to set out these details, because they will have to be referred to again later.

The dietary scale used during the experiments was certainly a liberal one. Eggs (2) and bacon for breakfast, with butter, marmalade, and cocoa and milk; for the midday meal, fillet of beef, cabbage, potatoes, rice pudding, tinned pears, butter, cream, and black coffee; for "tea," butter, jelly, and cocoa; and for supper, clear soup, haddock, butter, cheese, coffee, and milk. With all this, 1 lb. of bread was consumed daily, and the rations were not scanty. More than 5 oz. of solid meat, 4½ oz. of rice pudding, not quite 2 oz. of butter, 1½ oz. of cheese, nearly 4 oz. of vegetables, besides the 2 eggs, fish, soup, and sweets, every day, make up a menu which some of us might envy in these hard times. Nothing is said about alcohol, tea, mineral waters, or "temperance" drinks, so that we may assume the subject to have confined his liquid refreshment to the cocoa, coffee, and milk administered to him. It is, perhaps, needless to say that he every time came out of his three days' ordeal as fit as when he went in, and was, no doubt, willing to face it again.

The experiments were not, however, restricted to one kind of bread. Loaves were baked consisting of two-thirds good white wheat flour and one-third barley, oatmeal, rice, or maize meal; while for one experimental period, a typical "war bread," consisting of 80 per cent. wheat flour, with 10 per cent. of barley meal and 10 per cent. of maize, was con-

sumed. The result showed that the difference in nutrition produced by these different breads was very slight, what was lost in one ingredient being gained on another. Thus, the percentage assimilated of the nitrogen content of the white bread is set down while in the fat absorbed, it was nearly 1 per cent. higher than white bread. The war bread came out, too, very well, giving 88.8 of assimilable nitrogen, and 95.6 of fats. The carbohydrates assimilated were nearly the same for all the competing breads, being all in the neighbourhood of 99 per cent., and the same may be said of the calories, or heat units, represented by these figures, which work out at 95 and a small fraction per cent. for the wheaten, oaten, barley, and maize breads, only rice and the war bread being above this figure, with 96.3 and 96.1 respectively.

These figures seem perfectly satisfactory as to the nutritive value alike of war bread and of any made from what further weakening of the proportion of wheat flour in it may yet be forced upon us. One is not so sure that their evidence as to the effect of these breads on the organs of digestion is equally so. It is true that the amount of bread consumed is, in proportion to the other food, very high, being, in fact, exactly double what the authorities have declared advisable. Hence it may be said the ill-effect (if any) of the wheat substitutes used ought to manifest itself very quickly, and would have been perceptible within the experimental time. But against this is to be set the fact that

the subject of the experiment was in the prime of life, well and even abundantly fed, and was given an appetising and carefully varied diet. In such circumstances a youthful digestion, particularly if its happy owner is taking regular exercise, can tackle nearly anything; and I own I should feel more confidence in the results of the experiments if they were varied by others made on young children, old men and women, and those of middle age whose work compels them to remain in crowded rooms and a confined atmosphere.

I am far from saying that any of the breads here described would have any harmful effect upon such persons—and, indeed, I am convinced on other grounds that they would not—but it is among such classes of the community that digestive and intestinal troubles are most likely to show themselves, and it would, therefore, be well if these experiments could be supplemented by others.

Before quitting the subject, it may be well to say that all the breads mentioned above were found to be perfectly palatable, that made with maize meal alone having a distinguishable, but not disagreeable taste. Also, for home-baking, it may be said that three parts of war flour with one part of potato is recommended; that a French savant has discovered that bread made with sea-water will keep fresh for at least a week longer than that made in the ordinary way; and that rice mixed with the flour prevents crumbling. F. L.



WHERE IT IS CUT UP TO MEET EVERY REQUIREMENT: TIMBER IN ONE OF THE BRITISH YARDS AT THE FRONT.—[Official Photograph.]

WITH THE BELGIANS: A BIG GUN.—[Photograph supplied by *Newspaper Illustrations*.]

at 91, while of the fats contained in it, only 93.9 was absorbed. In the case of the rice bread, the nitrogen assimilated is only 89.7 per cent., but the fats thus taken into the system rise to 95.6. Barley bread was proved to have less assimilable nitrogen than any other tried, not rising higher in this respect than 81.5;

home-baking, it may be said that three parts of war flour with one part of potato is recommended; that a French savant has discovered that bread made with sea-water will keep fresh for at least a week longer than that made in the ordinary way; and that rice mixed with the flour prevents crumbling. F. L.

THE W.A.A.C. AT THE FRONT: A WOMAN CHAUFFEUR IN A "TIN HAT."

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



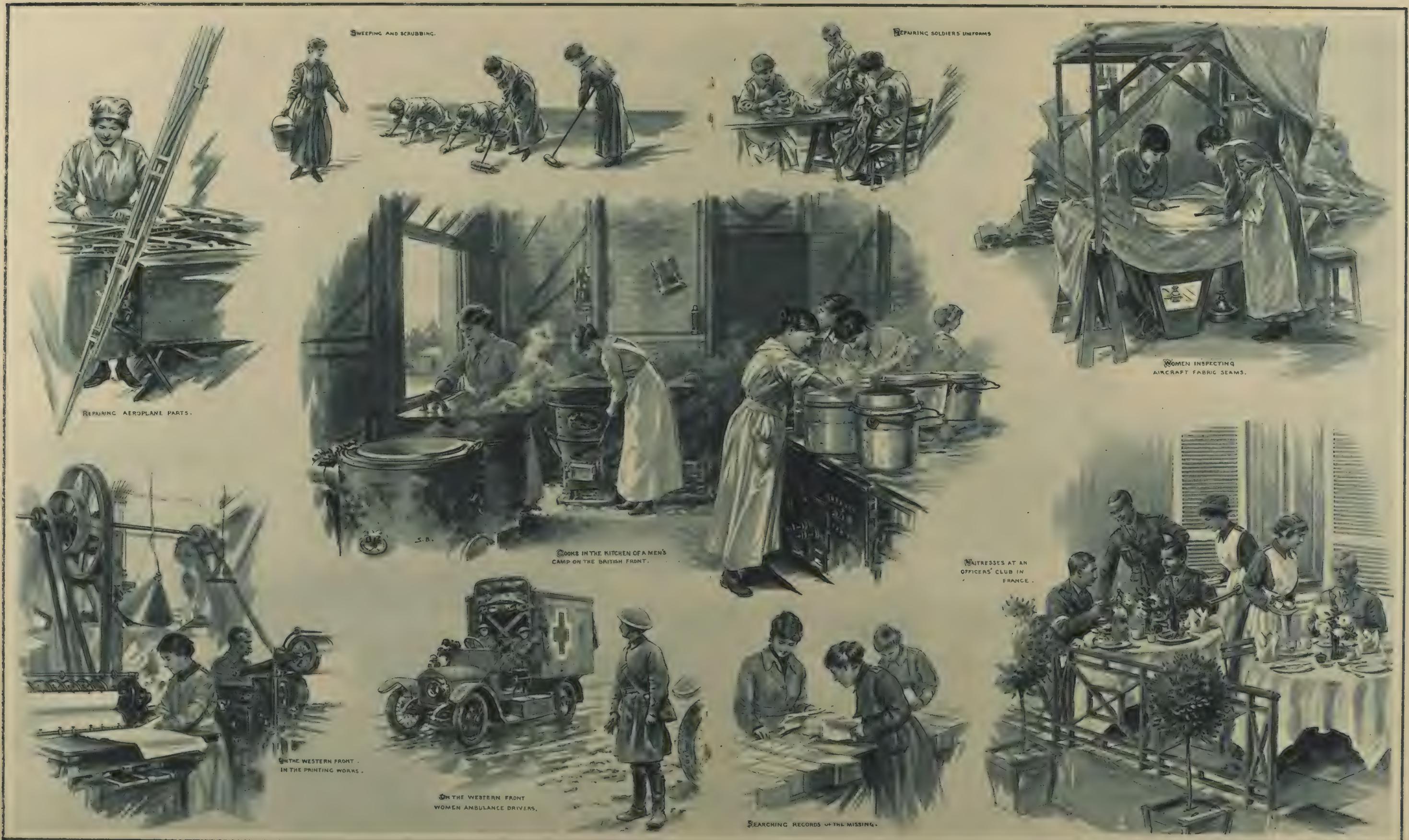
HELMETED AND IN KHAKI: A MEMBER OF THE WOMEN'S ARMY AUXILIARY CORPS AS CHAUFFEUR OF AN OFFICERS' CAR—
"WINDING UP" THE STARTING APPARATUS.

The Women's Army Auxiliary Corps—better known by its initials as the W.A.A.C.—has of late been developing rapidly, and is growing into a great organisation. There are openings in it for large numbers of patriotic women, whose services are urgently needed. On this and the following pages, we illustrate some of the numerous branches of work which the W.A.A.C. is called upon to undertake, and the drawings show that the service presents a great variety of interest and opportunity. In the one reproduced above, a

member of the Corps is seen acting as chauffeur to some British officers on the Western Front. It will be noted that she is not only wearing the regulation khaki uniform of the W.A.A.C., but has also been provided with a steel helmet—an indication that her work may take her into the danger zone. This consideration is not likely to deter British women, who have shown their courage in so many ways during the war.—[Drawings Copyrighted in the United States and Canada.]

MILITARY SERVICE FOR WOMEN: THE SPLENDID WORK OF THE W.A.A.C.—A GREAT NATIONAL ORGANISATION.

DRAWINGS BY OUR SPECIAL ARTIST, S. BEGG.



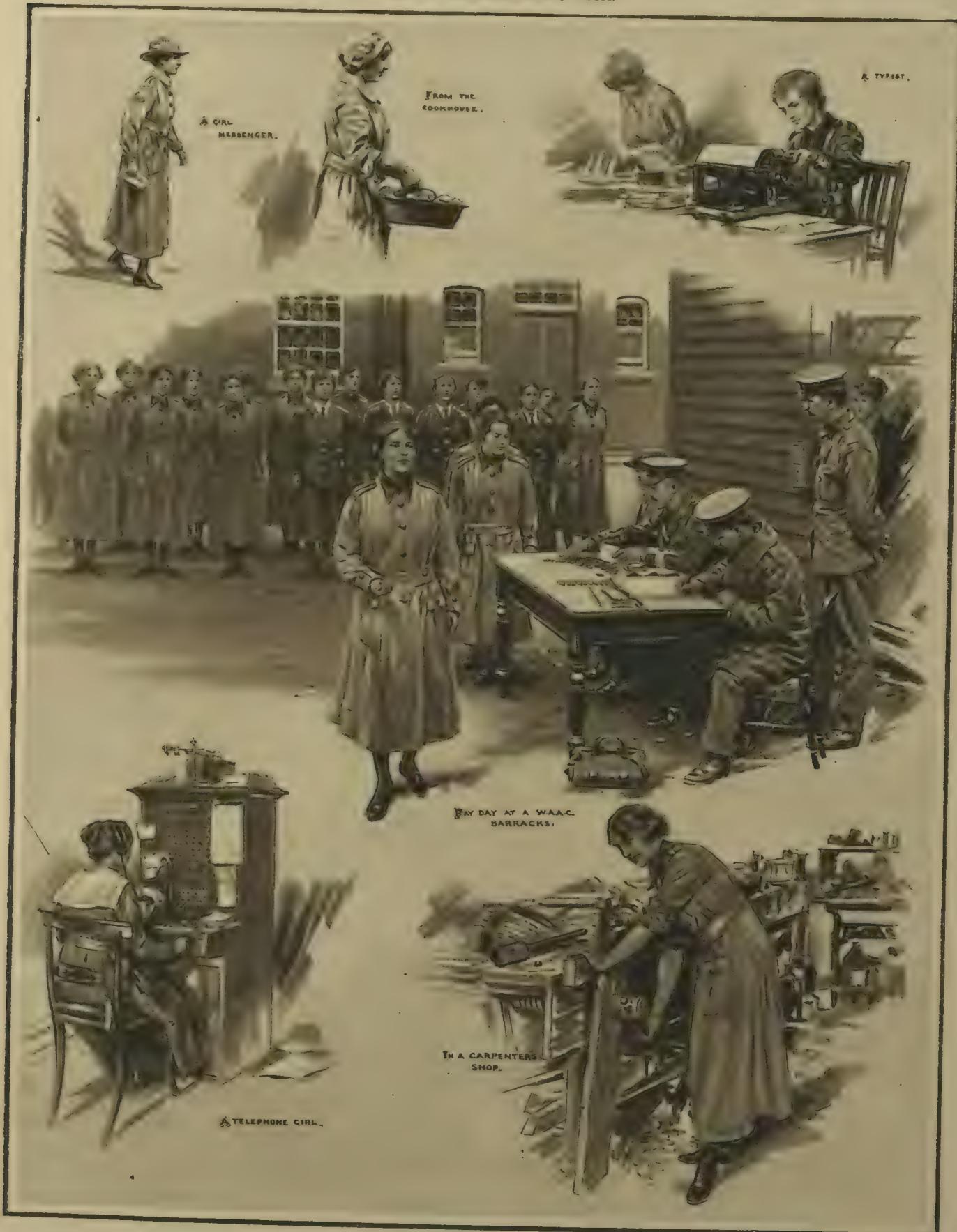
"PUTTING THEIR SHOULDER TO THE NATIONAL WHEEL": TYPICAL SCENES IN THE WORK OF THE WOMEN'S ARMY AUXILIARY CORPS, ON HOME SERVICE AND AT THE FRONT.

The women of this country have already rendered invaluable service to the cause of the Allies, by their wonderful work in nursing, in munitions-making, and by releasing men for the fighting forces in numberless departments of civil life. By the formation of the Women's Army Auxiliary Corps, they have been given an opportunity of taking a still more direct share in the campaign. The W.A.A.C. is a corps formed under the War Office, to undertake all kinds of non-combatant services for the Armies in the base camps at home and abroad. Recent events in Europe have necessitated a further great call on the man-power and the woman-power of the nation, to accomplish what has still to be done in order to win the war. "Can we do it?" asked Sir Auckland Geddes, Minister of National Service, in a speech on the new

recruiting scheme. "I say we can," he continued, "provided that every man, woman, lad, and maid puts his or her shoulder to the national wheel." Of woman's share in this new effort, he said: "To women I appeal. I want immediately a further 10,000 for the Women's Army Auxiliary Corps—clerks, typists, cooks, waitresses, women of all sorts. The way to the W.A.A.C. lies through the Employment Exchanges. Apply at the nearest: it has all particulars. . . . The girls and women in the corps are well looked after. . . . Their hostels in France are models of extemporised residences for women." By the end of this year some 40,000 women will be needed, and the War Office requires 8000 to 10,000 recruits a month. The first contingent of the corps has been in France for some time—[Drawings Copyrighted in the United States and Canada.]

THE WOMEN'S ARMY: THE W.A.A.C. ON HOME AND FOREIGN SERVICE.

DRAWN BY OUR SPECIAL ARTIST, 'S. BEGG.



WINNING GOLDEN OPINIONS FOR THEIR WORK IN FRANCE AND AT HOME: THE WOMEN'S ARMY AUXILIARY CORPS.

At the opening of the new recruiting-hut for the W.A.A.C. in Trafalgar Square, high tributes of praise were paid to its work. The Minister of Labour, Mr. G. H. Roberts, said: "These women will know that they are sharing with our glorious Navy and splendid armies the position of knights and ladies of the British Empire." General Sir Nevill Macready said that there were 6,000 women employed in the different camps, and he had had nothing but good reports of them. In France lately he heard that women cooks were, both for the officers' mess and the men's, more economical and better; also

that women clerks picked up the work quickly, and the chauffeurs were equally satisfactory. Some of the women have been in France now for six months. Lieut-General Sir Francis Lloyd said that the W.A.A.C. in the London District had been an enormous success. Wherever the women cooks were employed, there was cleanliness where there had been dirt, good cooking where there had been indifferent, and economy where there had been waste. He urged outside organisations not controlled by the Army to give up their separate policies and join the W.A.A.C.—[Drawing Copyrighted in the United States and Canada.]



PROGRESS

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THE PEN AND THE SWORD.

AT how express a speed events have rushed behind us during these last three years! Here in "A Regimental Surgeon in War and Prison" (John Murray) is an account of the retreat from Mons, a story that seems already as old as glorious. Yet the author, Capt. Robert V. Dolbey, is able to cast fresh gleams of light on it, though as he says, he (with the 2nd Battalion of the K.O.S.B.) saw only his own small sector of it, and that through the fog of war. On an early page he notes that while the rest of the heroic force, in going back, discarded their packs, and only so reached safety, the Guards retained their full marching equipment, and paid the penalty of the strict law of discipline. That is an example of the illuminating touches which give life to this version of an oft-told tale. Mons and the great fighting that followed, however, is the less important theme of Captain Dolbey's volume. He and his hospital were captured at La Bassée after the first Battle of Ypres; and during the many months thereafter, until he was released, he experienced the barbarities of the Germans in four of their prisoners' camps—at Crefeld, Minden, Sennelager, and Guetersloh. In all of them were broken the laws of war and of decency. Inhumanity, developed as a system by the military, was spontaneously practised by civilians. The further from the fighting-line the more venomous the brutality. It was exhibited by the doctors, and not less by the nurses. Bad as the Prussians were, the Bavarians and Württembergers were even worse, for they more meanly sinned against the light. Some there were (here punctiliously noted), who felt compassion; but of these not one dared display it before his fellows, in whose presence accordingly they all adopted towards the prisoners the bullying and menacing behaviour of a German General Officer. For the sake of our prisoners still in enemy hands, Captain Dolbey dare not tell the whole truth, yet what he tells is almost incredible of any people beyond the savage stage. It is no more than has been again and again testified to. These pages are

written quite evidently under the gravest sense of responsibility, by a man of trained mind and independent judgment, a surgeon, who had already known war; and we defy any Pacifist, after reading them, to persevere in his crazy creed. It is as clear as day from them that the German people, making militarism their god, have, in turn, been rendered by it both brutal and filthy. As a nation they have betrayed civilisation.

indirectly anticipated by the author, whose lively pen, we may say, considers itself under no compulsion to trace a set course, but, happily, does not cease to be entertaining when it becomes erratic. Thus, though he leaves the new crusaders still in the desert, he has a vision of their conquest of the Holy Land, and opens his note-book to all the suggestions, from both Old and New Testament story, of the associations of that old caravan route between Egypt and the country which is before Mamre. One cannot help observing in these books of Captain Dolbey and Mr. Crawshay-Williams their grave and sane abhorrence of war, and the utter absence of brag-gartism in the tone of their descriptions of a job that all loathed, yet determinedly undertaken and carried through. In this contrast between the stern sense of duty in the cheerful and apparently ever-sporting-minded British, and the essential levity of the Germans fanatically pursuing war as a fetish, is mirrored the great issue which now holds the world in the throes. A somewhat similar reflection is suggested by the absolute matter-of-factness and (as Major-General Brancker, who introduces it, says) moderation and absence of exaggeration of "An Airman's Outings" (Blackwood), by "Contact." Nowhere better than in "Contact's" business-like account of his daily round in France and, of course, of outstanding incidents in that round, can the lay reader receive a true impression of the work done by R.F.C. pilots and observers. And it may be added that nowhere will the same reader experience more certainly the thrill of a patently truthful

sensational narrative than in such a chapter as "A Summer Joy-Ride," which is typical of several. On the opinion of their author—though he himself disclaims its expert value—about the potentialities of war-flying in organising a victory, we are inclined to place much reliance. One instinctively feels that his considered views about his own job are authentic. For them, as well as for their excellent art in narrative, we accordingly commend to all our readers this airman's "Outings."

Beside personal experiences, stamped with the impress

[Continued overleaf]



LEADING UP TO PASSCHENDAEL: SMASHED ENEMY TRENCHES AND DUG-OUTS BEING RECONSTRUCTED BY THE BRITISH.—[Official Photograph.]

Of early fighting in France and Flanders, Mr. E. Crawshay Williams also offers glimpses in "Leaves from an Officer's Notebook" (Edward Arnold); but for us at the present moment his most intriguing chapters are those on the campaign in Sinai. Mr. Williams, indeed, rings down the curtain with a really brilliant description from a gunner's standpoint of the engagements at Romani and Bir el Abd—eighteen months, that is, before the fall of Gaza and Beersheba, and the flight of the Turks through Judea. But these later events are both directly and

sensational narrative than in such a chapter as "A Summer Joy-Ride," which is typical of several. On the opinion of their author—though he himself disclaims its expert value—about the potentialities of war-flying in organising a victory, we are inclined to place much reliance. One instinctively feels that his considered views about his own job are authentic. For them, as well as for their excellent art in narrative, we accordingly commend to all our readers this airman's "Outings."

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[Continued overleaf]

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ATALANTA AND THE GOLDEN APPLES.

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Continued.

of literal truth, like those of the three volumes already mentioned, we must give second place to the fictions and compilations of heroism and sensational incidents which swell the literature of war. Of these last there are three examples on the present reviewer's table—"Sea, Spray, and Spindrift" by "Tafrail" (Pearson); "Battlewrack" (Hodder and Stoughton); and "Thrilling Deeds of British Airmen" (Harrap), by Eric Wood—and they are in their several ways so well done that they quite persuade us of the value of the class of war-literature to which they belong. "Tafrail" is already so favourably known that these "Naval Yarns" of his require no comment.

beyond the acknowledgment of our preference for "Tubby's Dhow" and "The Gunner's Luck." Mr. Austin's work also we are familiar with already; and the numbers in "Battlewrack" which were written before the war show how little his is merely an extemporised talent for realising its incidents on various fronts. We may not forget that on such pabulum as this has been reared much of the young gallantry that has amazed the world during the past three years. And for the next generation of it, still in the making, it is well that the thrilling deeds of a Warneford, or an Alfred Ball (two out of a legion), should be recorded again and again in books like Mr. Eric Wood's.

Gamage's Christmas Bazaar is one of the season's notable institutions, and Holborn is always busy at this time of year with streams of customers, young and older, going to revel in the great show of toys and other presents. This year in the great toy hall the *pôles de résistance* is an admirably realistic model of "Rural England in Wartime"—with whirling windmills, water-wheels, troop trains, and a "Tank." In other departments are shown Christmas gifts of all kinds, at all prices, for all customers; as well as gramophones, games, and "woolly" comforts for our brave troops, who, very properly, are by no means forgotten in the great seasonable show of presents.

"GREATER ITALY."

MR. William Kay Wallace's "Greater Italy" (Constable) will serve at the present moment as a popular account of the rise of the Kingdom of Italy, and the part played by it in European affairs. No nationality, indeed, even were it small and insignificant, is to be explained adequately after the simple fashion of these pages, and it is only in default of the better perspective which must be sought by patient study that a reader of Mr. Wallace will adopt the view of our great Ally that he presents in them. But as a quick summary

Banca Commerciale. This German-controlled institution contrived to gather up the chief industrial and commercial interests within its influence, so that the economic life of Italy came to be largely regulated by it. It will probably surprise many readers here to learn the significance of Gabriel d'Annunzio's return to his country on the eve of her rejection of neutrality, and its effect in turning the scales of peace and war. Not less will they wonder to find "futurism" associated with "irredentism" as one of the formative forces of present-day Italy. "Futurism" is described as essentially a belligerent doctrine, and it seems to be dragged in by Mr. Wallace to illustrate

his argument that young Italy has developed ideals of vigour and aggressive strength kindred to the "might is right" of the Germans, but "tempered by a Latin geniality of twenty centuries of cultural tradition." This is one of the instances of Mr. Wallace's tendency to "splairge," to adopt a word of a character of Robert Louis Stevenson's. The volume contains three very useful maps.



NEAR YPRES: LORRIES WITH SUPPLIES FOR THE BATTLE-AREA.—[Official Photograph.]

to satisfy the urgent popular curiosity of the hour, "Greater Italy" will do. The work of Cavour, the rule of Crispi, the dictatorship of Giolitti are the obvious landmarks of the earlier chapters, by which those unfamiliar with recent history are guided through the main complications of modern Italian aspirations and policy. The author, as he tells us, has been at or near the front with General Cadorna's armies at different periods during the war; it is in view of their entry into it with the Allies that his historical review of the Triple Alliance has been conceived and written. Particular stress is, in consequence, laid upon Italy's relations with Germany, and the most interesting section is, perhaps, that describing German "peaceful penetration," the serious development of which Mr. Wallace dates, as more authentic writers also have done, from the establishment in 1895 of the notorious

of the *Illustrated Sporting and Dramatic News*, for this fourth year of the war, and it will be welcomed all over the world. The Presentation Plate, in photogravure, is a reproduction of that famous painting, "And when did you last see your Father?" after W. F. Yeames, R.A., a picture which makes universal appeal; and there is a liberal array of illustrations and stories by artists and writers who have won their spurs by fine work in earlier numbers. Many schools of art are represented, the artists including such well-tried favourites as: Gordon Browne, R.I., A. Forester, Balliol Salmon, W. R. S. Stott, Arthur Garratt, Lawson Wood, Will Owen, C. M. Padday, John E. Sutcliffe, W. Barribal, Wilmot Lunt, Frank Reynolds, R.I., and A. C. Michael. The whole number maintains its unbroken record of attractiveness, both in its artistic pages, some of which are in colour, and in its literary contributions.

Art and Literature are both admirably represented in the pages of "Holly Leaves," the Christmas Number

Christmas Presents

THOSE who have to make Gifts at Christmastide will find in the Goldsmiths and Silversmiths Company's collection of Personal Jewellery, Gold and Silver, Tortoiseshell, Ivory and Leather Goods, better value than can be obtained elsewhere. Every article is of highest quality and workmanship, and is moderate in price.

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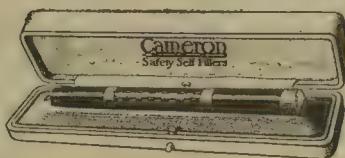
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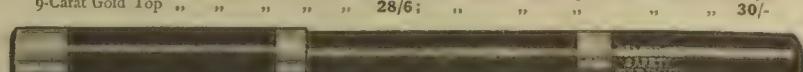
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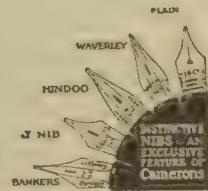
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They come as a boon and a blessing to men, the Pickwick, the Owl, and the Waverley Pen.



SIX DAYS ADRIFT IN THE NORTH SEA! Supreme test of the concentrated food value of HORLICK'S MALTED MILK TABLETS

To HORLICK'S MALTED MILK CO., Slough, Bucks.

Dear Sirs.—As a member of the Royal Naval Air Service it will interest you to know that I recently proved the extreme value of your Malted Milk Tablets. In a flight over the North Sea on May 29th, 1917, the machine developed engine trouble and the pilot was compelled to descend, and we were left for six days adrift. To make matters worse the sea-plane capsized, and on the first day my companion lost a Thermos Flask filled with hot coffee. From that time until we were picked up on the afternoon of May 29th (the sixth day) my companion and I had no other form of nourishment but your Malted Milk Tablets contained in one of your well-known Ration Tins, except a ship's candle which we found in some drifting wreckage.

I feel, therefore, that we absolutely owe our lives to the value of your invaluable Ration Tin, and I have the greatest pleasure in informing you of these facts, and express my gratitude for so compact a Ration Tin containing so much nutriment. You are at liberty to use this letter in any way you like, and with my renewed thanks.

Yours truly (signed), — R.N.A.S.

SEND THEM TO YOUR NAVAL AND MILITARY FRIENDS.

See that the name Horlick's appears on every Container.

Of all Chemists and Stores, or we will forward one of these tins post free to any address on receipt of 1/6. Give full name and address, or name of ship, also give your own name and address when sending remittance to

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SOOTHING AS AN OLD TIME MELODY

Spinet THE SUPER CIGARETTE

Fine Old Virginia, 1/2 for 20 Also in boxes of
Cork-tipped Ovals 50 and 100

Spinet Mixture for the Pipe 1/7 for 2 oz.

Christmas in the Shops.

NOT even the clouds of war-time can blot out the kindly customs of Christmas, and to-day the great shops are once more offering presents, useful, ornamental, or both. A sure sign of that popularity which spells success is when any single production is so well known that the mere mention of its name conjures up a mental picture of it. To that enviable stage the term "Burberry" long ago arrived; and to-day to say "Burberry" suggests spontaneously an ideal school of weatherproof productions, one of which, a "Burberry" top-coat, we illustrate. It is built of Burberry gabardine or slumber, Solax, Urbitor, or Robustor coatings. The race collar of this very becoming model gives its name to the coat, which is known



THE RACE-BURBERRY TOP-COAT, A.744

their leisure many forms of "Burberry," for everyday wear, for sport, for country-house or town wear; for it is a ubiquitous as well as unique school of weatherproofs, in which fine materials are adapted for wear in all weathers. In addition to being stylish, "Burberrys" are economical.

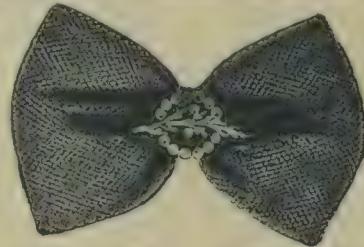


DAINTY HANKIE

FOR CHRISTMAS PRESENTS

Robinson and Cleaver's enormous stock. It should be mentioned, too, with emphasis, that they will send to all applicants a catalogue in which hundreds of prices and many illustrations of handkerchiefs and other linen productions can be selected from in their own homes by people who cannot spare the time in these busy days to pay a personal visit to the great Regent Street establishment. The handkerchiefs illustrated are No. 180, ladies' superfine mull scalloped and embroidered handkerchiefs, about 12½ inches square, and costing only 8s. 9d. per dozen; No. L.23, ladies' superfine mull lace-edged handkerchiefs, about 11½ inches square, and costing only 6s. 9d. per dozen; and No. 35, ladies' linen cambric embroidered handkerchiefs, about 12½ inches square, with a narrow hem, of assorted designs in each dozen, the price being only 7s. 11d. per dozen. Messrs. Robinson and Cleaver are also showing every kind of fine Irish linens, and will gladly send an illustrated price-list to all applicants.

In these days of war upon a gigantic scale, it is interesting to note that the proprietors of Wright's Coal Tar Soap, which, by the way, has proved of such hygienic value and personal comfort to our men in the Army and Navy, have issued, for presentation to users of their soap, a coloured reproduction of " 'Twas in Trafalgar's Bay," by Charles Dixon, R.I., a magnificent picture with fine effects of light and shade. It will be sent free



A DAINTY TULLE BOW WITH "LUCKY WHITE HEATHER"
PALLADIUM AND PEARL SPRAY, IN A CIRCLE OF PEARLS.

are particularly happy in idea and artistically carried out, both the bracelet and the bow ensuring constant thought of the brave part being played by the giver of the souvenir. But the jewels illustrated are only two out of scores to be seen in Mr. J. C. Vickery's comprehensive catalogue of presents, and the would-be giver would be hard to please who could not find in its pages something to his or her taste. Generous value is given in all cases, the Royal Flying Corps Badge Bracelet illustrated, for instance, costing only £5 18s. 6d. and the "Lucky White Heather" brooch, £4 7s. 6d. The catalogue should be sent for without delay.



A MILITARY BADGE IN DIAMOND AND ENAMEL, ON MOIRE
BRACELET.—J. C. Vickery.

that these dainty productions will find their way into many a waistcoat pocket and vanity-bag within the next few months or so. We understand that the demand for these calendars (which are issued gratis) has increased enormously. *[Continued overleaf.]*

We have received from Messrs. Price, of Battersea, some specimens of their Pocket Calendars for 1918. Tastefully printed and deli-

THE "PICCADILLY Circus" is the only hand-made Virginia Cigarette on the market to-day which will bear in every detail the critical scrutiny of connoisseurs.

Highly-paid handworkers of the first grade are exclusively employed in the production of these Cigarettes, and the most exacting care is taken in every detail, from the choice of the leaf to the box which holds them ready for the Smoker.

25 for 1/6

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To be obtained of all
High-class Tobacconists.

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ROCKING BOAT.



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A most durable toy for
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We are specially authorised to
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Prisoners of War Committee.
All enquiries on such matters
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**THE NIPPER
HANDSMOBILE**

This is a grand little
hand-propelled Car
working on the crank
system.

Strong and perfectly
safe.

Splendid value.

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EARLY!
IT WILL
PAY YOU**



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Doll.**

Soft Body (as illustration); Hair Wig,
1½ inches long.
Price 6/-
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long legs. I can walk, sit, and
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English-made Soft Body Dolls
Supplied with best kapoc or viella waste.
Eyes sewn in and indestructible (as illustration).
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Perfect fit is assured, as each garment is
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Complete kits to measure in 2 to 4 days.

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Christmas in the Shops—Continued.

The windows of the famous old house of Sir John Bennett, Ltd., at 65, Cheapside, E.C., and 105, Regent Street, W., show a glittering collection of jewellery, clocks, watches, rings, and presents of every kind, among which watch-bracelets are specially popular, in many styles and at all prices, the one illustrated being of gold, set with



A USEFUL AND CHARMING WATCH-BRACELET SET WITH PEARLS

Sir John Bennett, Ltd.

pearls, yet costing only £21. This is typical of all Sir John Bennett's stock, and those who cannot visit the establishments personally should write for a special watch-bracelet list, and also a general catalogue, in which hundreds of delightful presents are shown.

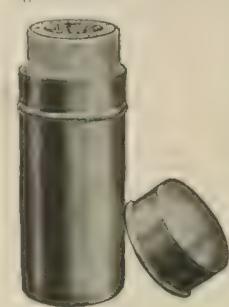
Someone has said that a soldier may be kind, but war must ever be cruel. This is amply proved by the rough and trying conditions now being borne uncomplainingly by men of gentle birth and refined habits and surroundings. It is no wonder that a present of some of the

little refinements of their normal life is one of the most welcome of all Christmas gifts. To a man used to scrupulous delicacy of toilet accessories, the use of such exquisite aids to personal comfort as the productions which bear the name of "Erasmic" as a mark of distinction is a real delight. While there are scores of exquisite perfumes, soaps, and toilet requisites generally bearing the distinctive name of "Erasmic," the shaving-stick in a nickel case, as illustrated, is a most practical and welcome gift for men at the front. The suavity and pleasant odour of "Erasmic" soaps, and the delicate fragrance of the perfumes, make them particularly attractive as an agreeable antidote to the rough and

unsavoury conditions of war. The very names of the "Erasmic" productions are refreshing, and the fact that they have won the *Grand Prix* at the most recent International Exhibitions is a guarantee of their high quality as toilet necessities. The names are in themselves attractive and refined: "Peerless Erasmic," transparent and richly perfumed; "Elite," a pure white soap of exquisite perfume; "La Belle," a delightfully perfumed soap, and so on. Then there is a whole series of toilet productions—soap, perfume *poudre de riz*, lotion, and others—under the generic title of "La Reine d'Egypte," fascinating with the sweet and subtle fragrance of the East. Another series is known as "Frisson d'Amour," and yet another as "Red Rose of Lancaster"; while the series "Bal Masqué" and the series "Aux Fleurs Populaires" are equally attractive in their particular fashions. Then, too, there are boxes of "Erasmic" soap possessing distinctive fragrance and hygienic value. The "Erasmic" Parfums de Luxe are offered in dainty flacons and bottles, and make charming Christmas presents; and include, as our illustrations show, preparations and toilet luxuries for both ladies and gentlemen. The "Erasmic" showrooms are at 117, Oxford St., London, W.

In this season of bad weather and big prices, it is comforting to learn that the well-known "Lotus" boots, so well liked for their waterproof qualities, ease, and stylish appearance, offer attractions. Buyers of practical Christmas presents should bear the "Lotus" in mind, as the stock made before Aug. 3 will be sold at the old prices branded on the soles. The civilian stock consists of boots and shoes, black or brown, and will be sold without any restrictions.

The useful and not too costly present is the vogue for this Christmas, and the desirability of these conditions is unquestionable. The principle is well illustrated by the famous "Swan" Fountain Pen, which is of the utmost utility and can be safely sent to men at the Front, where it will serve as a reminder of the sender. At home, too, no one is too young, and none too old, to find it a desirable gift. Any stationer will show many kinds at pre-war prices, from half-a-guinea, or an illustrated list of many varieties can be obtained by writing to the manufacturers, Messrs. Mabie, Todd and Co., Ltd., 79-80, High Holborn, W.C.1.

POPULAR TOILET PREPARATIONS
THE "ERASMIC" SHAVING STICK

The suavity and pleasant odour of "Erasmic" soaps, and the delicate fragrance of the perfumes, make them particularly attractive as an agreeable antidote to the rough and

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A SENSIBLE CHRISTMAS GIFT: A SUIT OF COSTUME LENGTH OF IRISH TWEED OR HOMESPUNS.

The White House, Portrush.

DAINTY SOAPS FOR DAINTY LADIES:
"ERASMIC" TOILET ESSENTIALS.

should bear the "Lotus" in mind, as the stock made before Aug. 3 will be sold at the old prices branded on the soles. The civilian stock consists of boots and shoes, black or brown, and will be sold without any restrictions.

The useful and not too costly present is the vogue for this Christmas, and the desirability of these conditions is unquestionable. The principle is well illustrated by the famous "Swan" Fountain Pen, which is of the utmost utility and can be safely sent to men at the Front, where it will serve as a reminder of the sender. At home, too, no one is too young, and none too old, to find it a desirable gift. Any stationer will show many kinds at pre-war prices, from half-a-guinea, or an illustrated list of many varieties can be obtained by writing to the manufacturers, Messrs. Mabie, Todd and Co., Ltd., 79-80, High Holborn, W.C.1.



Whatever differences of opinion may exist with regard to the war, there is one point upon which everyone is in agreement—namely, that our soldiers, officers and men alike, are just splendid. Nothing but the best, therefore, in small things and in great, is good enough for them. Even in the matter of the little luxuries and comforts possible in the war area, care should be taken to remember this—notably in such a popular detail as the consoling cigarette. Moreover, a good, reliable, and enjoyable brand of cigarette is no longer the monopoly of people with long purses: for instance, the always reliable and welcome "Cavander's Army Club" cigarettes

Mabie, Todd and Co., Ltd.

make welcome gifts. Yet their price is extremely moderate—for the Expeditionary Forces 200 can be sent free of duty for 6s. The London address of Messrs. Cavander is 167, Strand, W.C.2.

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MILKMAID CAFÉ AU LAIT

Leaves no "grounds" for complaint

Many people take tea for breakfast because they do not know the refreshing fragrance of perfectly made Café au Lait. Leave tea for the afternoon—you will enjoy it the more—and try Milkmaid Café au Lait in the morning. It is far nicer than ordinary coffee, and easier to prepare, because the coffee, milk and sugar are already perfectly blended for you, and only boiling water is required.

Packed in England by the well-known firm of NESTLÉ, and sold by all Grocers and Stores.

Harrods Sports Coats

Style, Distinctiveness, Individuality—these have helped to earn for Harrods in the Realm of Fashion an envied and enviable eminence, but it is *Quality* that wins and holds the splendid *Confidence* this House enjoys and values above all, and *Quality* is never better evidenced than in the charming selection of Sports Coats that Harrods have on view.



"GLADYS."

Exclusive Model in a Pull-Over Jumper, made of the finest silk, with sailor collar of self colour. This Model may be had in a delightful range of smart contrasting stripes.

89/6

Harrods "Sonia" Perfume
Crystal Glass Bottles,
7/-, 11/6, 21/6, 29/6

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Goods will be sent by post on receipt
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TEETH.
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have used this most economical
Dentifrice with utmost satisfaction.
A few drops produce a most refreshing
lather and cleanser, rendering
the teeth white, and arresting
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Also put up in Powder form.
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THE LIFE OF SWINBURNE.

IN those who have had experience of handling the materials for a long biography the "Life of Algernon Charles Swinburne" (Macmillan), by Mr. Edmund Gosse, must arouse feelings of unstinted admiration. They will understand the skill with which he has marshalled

vague allusions to "racketing" and "debilitating irregularities"—which acted as a vent to emotional excitement, and usually led to one of Swinburne's epileptic seizures—left to convey their own impression. We are invited to applaud Swinburne as the destroyer of prudery in Victorian poetry; but over the muse of biography, it seems, Mrs. Grundy must still exercise a certain sway.

It is of especial interest now to recall Swinburne's ardent patriotism. His love of England and her institutions outgrew his early political theories. He declined a Fenian invitation to write an Ode on the Proclamation of an Irish Republic. At the time of the South African War his voice was raised in his country's cause with no uncertain sound. "The only form," writes Mr. Gosse, "in which his youthful republicanism survived was in an intense hatred of the professed tyrants and destroyers of liberty, in the van of whom he placed the rulers of Germany. When the proper time for publication comes it will be found, with interest—and, perhaps, surprise—how accurately Swinburne predicted the treachery of Germany almost with his latest lyric breath." At eighteen he had visited Germany, and "was not then nor in later life attracted by the German language or literature."

When, it may be asked, will that "proper time for publication" arrive? What time could be more proper than the present? In an appendix on Swinburne's posthumous writings Mr. Gosse also mentions that a selection from his letters "will in due time be published." Other appendices contain recollections of Swinburne by his cousin, the late Lord Redesdale, Mr. George Moore, and Sir George Trevelyan. There are only seven illustrations in the book. The portraits of Swinburne by G. F. Watts and Rossetti, and a photograph of him in an Oxford group, are mentioned, but not reproduced. We notice one grammatical slip—"was" for "were" (on page 59); and one misprint—"Symplagedes," in a quotation from "Atalanta in Calydon." That poem, it is mentioned, was conceived at Tintagel, a fact that adds a fresh item to the literary associations of the Cornish coast. The volume closes, as all biographies ought, with a full and well-arranged index.

CANAL-WORK ON THE WESTERN FRONT: A SISTER EXHIBITS A SOUVENIR GIVEN TO HER BY A PATIENT ON A HOSPITAL-BARGE.—[Official Photograph.]

and correlated the facts, and maintained the smooth continuity of the narrative, keeping throughout a sense of proportion and perspective. Every reader, too, will admire the grace and charm of the writing, his consummate tact in dealing with personal matters, and the wonderful breadth of knowledge which enables him to pass a sound judgment on every phase of his immortal friend's career. Multitudinous influences, in the shape of books, people, and places, had their bearing during seventy years on Swinburne's character and thought; and Mr. Gosse allots them in turn their due measure of significance.

While the purely literary side of Swinburne's work and the quality of his poetry receive the fullest exposition, there is a certain air of reserve in the account of his personal life and habits. Mr. Gosse touches but briefly on the "rebellious" incidents which caused his premature departure from Eton and Oxford, and on the "extravagances" of his earlier life in London. To these London days, before he was, so to speak, caged at Putney by Mr. Watts-Dunton, there was evidently a seamy side; but Mr. Gosse has not judged it wise to go into detail.

THE CHRONICLE OF THE CAR.

Evading the Petrol Order. One cannot help receiving the impression, as one moves about London, that there are still many private cars which are being used for purposes which do not fall within the permissible limits of the latest Petrol Restriction Order. Of course, it is no part of the business of a writer on automobile topics to give away his fellow-motorists—or, at least, it would be no part of his business in normal times. But nowadays things are very far from normal, and, as I believe that a great deal of the non-permissible motoring that is being done now is due to ignorance of the terms of the Order, I think it is just as well to give a word of advice. I would urge the reader who is still using his car to study the terms of the Order, and to keep within their four corners. To continue to use motor-spirit for purposes that are outside those terms is simply asking for trouble, and will of a surety bring it down in full measure on the heads of offenders. I know the Order is repressive to a degree,



A FREAK OF WAR: THE CLOCK OF ETRELLIERS CHURCH AS IT FELL—THE RUINS OF THE CHURCH IN THE BACKGROUND.—[Official Photograph.]

and that there are obvious omissions in it that ought to be set right, and will, I have little doubt, be set right as soon as they are brought home to the proper authorities; but in the meantime the best thing is for everyone to abide by its provisions. I have spoken of obvious omissions, of which there are several. There is one which I may take as a case in point, because it is one that is likely to cause much real inconvenience—inconvenience, too, that seems

[Continued overleaf.]

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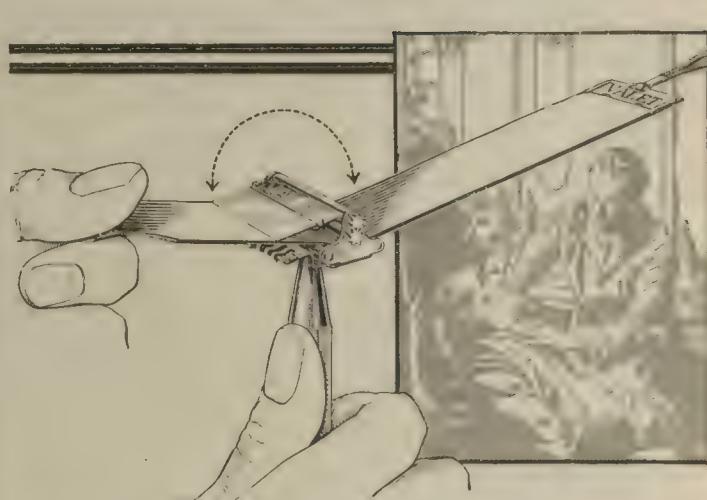
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The Chronicle of the Car—Continued.

to be quite unnecessary. If I want to sell my car, I cannot give a prospective purchaser a trial run without infringing the Order and laying myself open to prosecution and all the pains and penalties provided by that terrible bogey, the Defence of the Realm Act. If I have the misfortune to be a dealer in second-hand cars, I find my business shut down because I can get no motor-spirit. If I want to carry on, I must set about getting a sort of omnibus gas-holder made, so that I can move it about from car to car in order to give the trial runs that my prospective customers will insist upon. No doubt, concessions will be made in certain directions, but only if it is quite clear that the motorist in bulk is going to play the game. It certainly is not playing it to use one's car to run down to the golf club at the week-end; and unless that sort of thing ceases I can see serious trouble coming.

Coal-Gas under Compression. I see that questions have been asked in the House about the carrying of coal-gas under compression, but we do not seem to have got much farther with the matter. Thanks to the ill-judged interference of the A.A., the Ministry of Munitions has expressed itself as against gas being used under compression—that is certainly what its letter to the A.A. means—and only favours its use when carried in bags at, or a little above, atmospheric pressure. In reply to a question as to whether a motorist would be allowed to carry coal-gas under compression on his car, Mr. Wardle simply contented himself by saying that "if application were made in the ordinary way, he did not think there would be any difficulty in getting facilities for procuring coal-gas." Which means practically very little. Of course there is no difficulty in getting coal-gas. I can go along to any gas-works in the country and get all the gas I want for the filling of my container; but what I do want to know is whether I am going to waste my money if I go in for some such device as the excellent Wood-Milne gas holder, which employs no metal in its construction, and therefore does not take away material which is urgently required for munitions. It is simply a canvas fabric and rubber holder, which will stand a very considerable pressure—1800 lb. per square inch are the test figures. But if I am not to be allowed to use gas under compression, it is not much use buying anything of the sort; and it does seem to me that some definite pronouncement might be made. After all, we only want to know where we are.

The Import of Foreign Cars.

How the restrictions on the importation of motor-cars have operated since they were imposed as a war measure is well defined by the Board of Trade returns

£916,522 in the corresponding period of 1916. In the ten months ending Oct. 31, 1915, cars to the value of £2,083,766 were imported.

Quantity Production.

The Willys-Overland Company has sent me particulars of a new car they are producing.

This vehicle is a four-cylinder, efficiently engined car, 15-h.p., with a neat streamline, four-seater body, full equipments, with one-man hood and screen, lamps, electric-lighting, electric-starting. Great care has been exercised to secure lightness, and in running order the car scales about 1550 lb. The chassis has a wheel-base of 8 ft. 6 in.; but, owing to the new and very distinctive springing, it is claimed that the suspension is as satisfactory as that of a car of 10 ft. or 10 ft. 6 in. The engine is a monobloc production of 3½ by 4 in. bore and stroke. It is a high-compression, high-speed engine, developing its maximum power at 2000 revolutions. On account of the efficiency of the engine, it has been possible greatly to simplify the transmission, although the orthodox type of clutch and gear-box is used. An entirely original frame is used, cross-members being supplied by the running-board supports, which are stiffened by the steel battery-box which lies just inside the frame under the front seat. The petrol-tank hangs under the dashboard on three-point suspension. All the control is centralised on the middle

of the dash, and consists of ignition-switch, lamp-dimmer, and throttle-setting for slow running, together with the choke. Front and rear axles are of efficient design, equipped with ball and roller bearings. The mud-guards are crowned, the front ones being pressed in such shape as to combine gracefully with the bonnet-ledge. The foredoors are exceptionally wide, and there is a 16-in. steering-wheel and a slanting wind-shield. A one-man hood completes the equipment. Particular care has been taken to make the engine very economical in its fuel-consumption—a point which is going to be vitally important in view of the general shortage of fuel after the war. It is claimed that this car has repeatedly run test-trips at a consumption which works out at thirty-five miles per gallon—an indication of the excellent carburation results which have been obtained. And the price in America is £100! The new Overland will not be seen on the war, but we shall look forward eagerly to seeing what the enormous productive capacity of the makers has enabled them to achieve.

W. W.



ANCIENT AND MODERN: A VAUXHALL STAFF CAR IN SALONIKA.

This photograph was taken previous to the great fire which destroyed the greater part of the town. The car is passing under the arch of Alexander the Great.



"ARE WE DOWN-HEARTED?" THE WOMEN'S ANSWER.

This cheery picture of some of the women munition-workers at C. A. Vandervell's well-known works was taken in the recreation ground, outside the canteen. In the centre is Mrs. Amy, the Welfare Superintendent.

covering the ten months of 1917 to the end of October. The figures show that cars of the value of £160,437 have been imported this year, compared with a total of

this side until after the war, we shall look forward eagerly to seeing what the enormous productive capacity of the makers has enabled them to achieve.

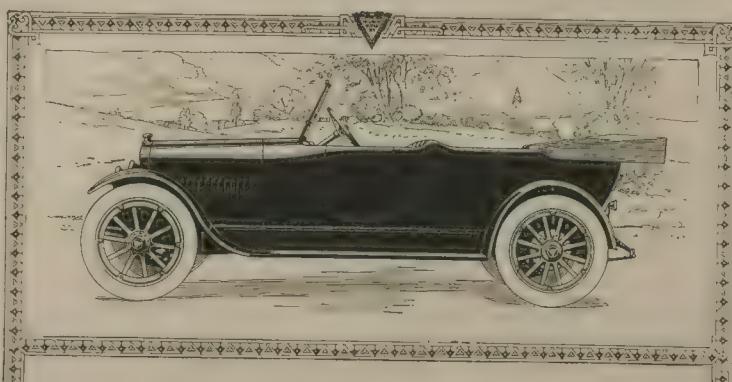
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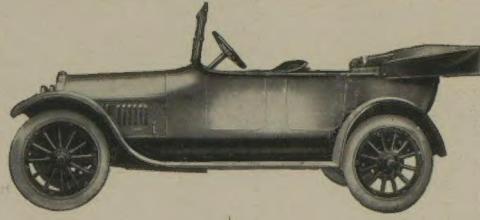
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Wheel Base. 118 inches.

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Petrol. Supplied to Carburettor by **Vacuum** System.

Tyres. 875 \times 105. Two Plain and Two Non-Skids.

Hood. One-Man, of Special Design.



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THE Bolt

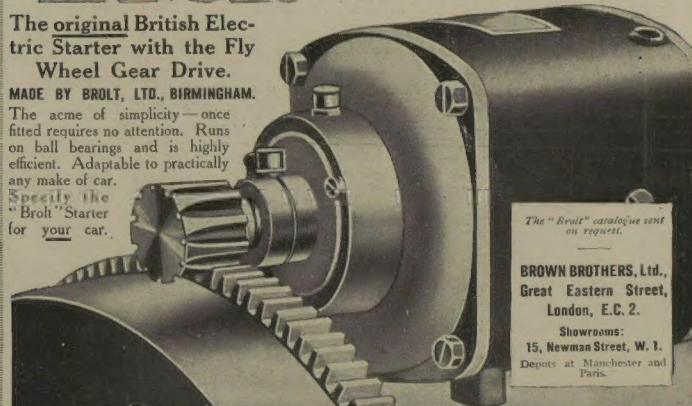
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There is no fuss or trouble in making—"Ovaltine" is simply stirred into hot water, and a little condensed milk may be added if desired.

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Soothe the nerves, allay the digestive activity and sound, refreshing sleep will follow.

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CHESS.

1. CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C. 2.

CHESS IN LONDON.

Games played in the City of London Chess Champion Tournament, between Messrs. E. JESTY and T. GERMAN.

(*Ruy Lopez*)

WHITE (Mr. J.) - BLACK (Mr. G.)

1. P to K 4th P to K 4th
2. Kt to K B 3rd Kt to Q B 3rd
3. B to K 5th P to Q R 3rd
4. B to R 4th Kt to K B 3rd
5. Castles P to Q R 4th

The particular moment of this move in the opening is of some importance; and here it is of doubtful value, leaving Black liable to a violent attack in a short space of time. Kt takes P, P to Q 3rd, or B to K 2nd, are the standard continuations.

6. B to Kt 3rd B to K 2nd
7. P to Q 4th P takes P
8. P to K 5th Kt to K 4th
9. B to Q 5th Kt to B 4th
10. Kt takes P B to Kt 2nd
11. Kt to B 5th B to K B sq
12. Kt to Q B 3rd R to Q Kt sq
13. Q to Kt 4th P to Kt 3rd
14. B to Kt 5th Q to B sq
15. B to B 6th P to K R 4th
16. Q to R 4th R to R and
17. Q R to K sq

White has a strong game; but the sacrifice is scarcely sound. It leads, however, to a most interesting struggle.

17. P takes Kt
18. Q to K B 4th Kt to K and
19. B takes Kt K takes B
20. Q takes P R to Kt 2nd
21. P to K 6th

WHITE (Mr. J.) BLACK (Mr. G.)

Here Q takes R P deserves consideration. White's King moving Pawns might then prove adequate value for the surrendered Knight.

21. Kt takes P
22. B takes B Q takes B
23. Kt to Q 5 (ch) K to Q sq
24. Q to B 6th (ch) K to B sq
25. R takes Kt Q takes Kt

The saving reply. The mate threatened by Q takes K now effectively breaks up White's assault and prevents him winning back his lost piece, as otherwise he would have done.

26. R to K 8th K to Kt 2nd
27. R takes K (ch) K takes R
28. P to Kt 3rd K to K and
29. P to Q Kt 3rd R to Kt 3rd
30. Q to Q 8th B to B 4th
31. P to B 4th P takes P
32. P takes P Q takes P
33. Q takes P P to R 5th
34. Q to B 5th P takes P
35. Q to B 3rd (ch) K to R and
36. P takes P Q to K 5th
37. Q takes Q R takes Q
38. K to Kt 2nd R to B 4th
39. P to B 4th R to B 7th (ch)
40. K to R 3rd R takes P
41. P to Kt 4th R to B 7th
42. R takes R B takes R

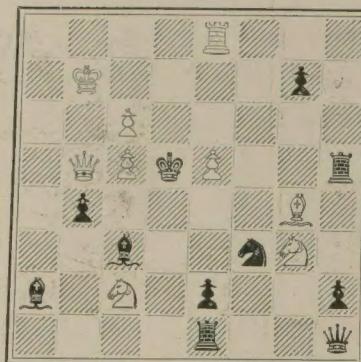
With a hopeless position, White resigns a game cleverly fought on both sides.

SOLUTION OF PROBLEM NO. 3770.—BY F. W. WALTON.

WHITE BLACK
1. Q to Q sq Any move
2. Q or Kt mates.

PROBLEM NO. 3772.—BY A. M. SPARKE.

BLACK.



WHITE.
White to play, and mate in two moves.

B GRIFFIN (Dorchester).—We have not had time to analyse your move fully, but we think you are quite right, and that Dr. Hart would at least have forced White to draw by perpetual check. The defence quite escaped our notice.

O H LABONE (Plymouth).—We are much obliged for further game. Will you note the answer above? Our correspondent points out that by 26. R to K 2nd, Dr. Hart could have drawn the game between him and yourself we recently published. Have you any observation to offer?

WALTER RUSSELL.—A most acceptable communication. Many thanks.

J PAUL TAYLOR (Exeter).—Annotated diagram to hand, and we hope to find the position quite sound.

W F BENNETT.—There is no game in existence with such an episode as you mention. Problems have been constructed to embody the idea, but they have always been treated as a humorous joke.

E JUDSON PAGE (Exeter).—Your problem shall be examined.

R C LURELL (Farnham).—We are very glad to know you have found such "refreshment" amidst your arduous duties, and we hope you will have many more occasions of renewing the draught.

E ANNABLE (Stapleford).—We have examined your position, but the play is so hopelessly bad that the very pretty mating position cannot redeem it; besides which there are other ways of mating under the conditions named. Answers can be sent any time within reason, but acknowledgement may be delayed a fortnight after the receipt.

A LOWDENS (Newport).—We cannot recollect the receipt of any diagram of yours. If you put a circle round the Black pieces, it will distinguish them better. The new problem can be solved by 1. Q to Kt 6th (ch), R to B 2nd, 2. Q to Kt 8th (ch), and mats next move. You do not give your own solution.

CORRECT SOLUTION OF 10 PROBLEMS Nos. 3765, 3766, and 3767 received from J B CANARA (Madras); of No. 3768 from C FIELD (Athol, Mass., U.S.A.); of No. 3769 from EDITH VICARS (Wood Dalling); of No. 3770 from CAPTAIN CHALLICE, F C THOMPSON, A W SMITH (Rugby), E G MACLEAN (Dundee), Supt. T PALMER (Church), W R TEBB, W J WOODWARD (Newton Abbot), C A FRENCH, E S DEYKIN (Birmingham), W MORGAN-RICHARDS, A ZIMMERN (Surbiton), A E LAYNG, J ISAACSON (Liverpool), J D WILLIAMS (Wood Green), A F P (Exeter), J G WELLS (Maidenhead), and J G GARDNER (Toronto), R F MORGAN (Sherbrooke, Canada), JACOB VERRALL (Rodmell), T G CRAWFORD, and E ANNABLE (Stapleford).

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THE WESTERN FRONT AND IN GALLIPOLI.

"The Last Lap." "The Last Lap" (Melrose), by "G." is mainly composed of articles which had a wide serial publication after Messines, and before the steadily successful battles for the Passchendaele Ridge had confirmed the logical argument of its author. Though in the interval unforeseen developments away from the Western Front appear to have disturbed the optimism of "G." title, they cannot refute the essential elements of his conclusions, which are founded on facts and figures. "The Last Lap" is the considered survey of the situation in the West by a student of wars, and the precision and coolness of its judgments make it a very valuable guide to the ordinary reader of communiqués, and one, happily, very heartening to the spirits as well. It tells several excellent stories of the trenches, and is attractively written throughout—clearly, sincerely, and leaving nothing in doubt—least of all, the author's confidence in ultimate victory, if our splendid soldiers are thoroughly backed up at home.

The Tenth (Irish) Mr. Asquith, Mr. Balfour, Sir Edward Carson, and Mr. John Redmond all contribute "appreciations" to Major Bryan Cooper's "The Tenth (Irish) Division in Gallipoli" (Herbert Jenkins), and there is also an Introduction by Major-General Sir Bryan Mahon, who com-

manded the Division from the time of its formation until it left the Peninsula for Salonika. But the volume requires no commendations beyond those which itself supplies. Major Cooper has a story to tell of young Irish soldiers—differing, as Mr. Redmond points out, in religion, politics, and their whole outlook on life—plunged without knowledge or experience of war into one of the hardest campaigns ever

waged by the British Army, and facing death with a courage and endurance to which their Commander warmly testifies. This story is here told with an admirable lucidity and sense of proportion, and it adds materially to our understanding of one phase of the Gallipoli Expedition. The value of the text is enhanced by the excellent drawings of Captain Drummond Fish, of the Royal Irish Rifles.

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THE most obstinate success of its day, "When Knights were Bold," is associated unforgettable with the memory of James Welch. His performances in the rôle of that irresistible though timorous Knight, Sir Guy de Vere, must have run into four figures. But though he, alas! is no longer at hand to interpret its humours, "Charles Marlowe's" farcical fantasy was much too entertaining a thing to keep on the shelf, especially as we can rely on the services of a comedian who even in Mr. Welch's lifetime challenged comparisons in the part and acquitted himself well. Mr. Bromley Challenor and his supporters, encouraged by the golden opinions they have won in the provinces and the outer ring of London, have now moved, into the West End, with the result that the theatre of their choice, the Kingsway, becomes once more a home of mirth. Mr. Challenor obtains the best of female backing from Miss Jean Charteris and Miss Marjorie Bellairs. So that the revival gives every promise of enjoying a good run.



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